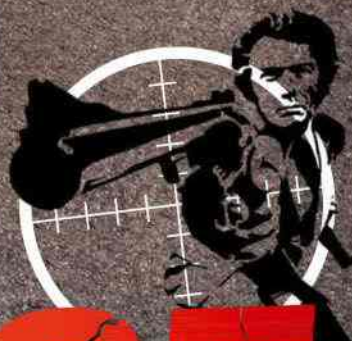
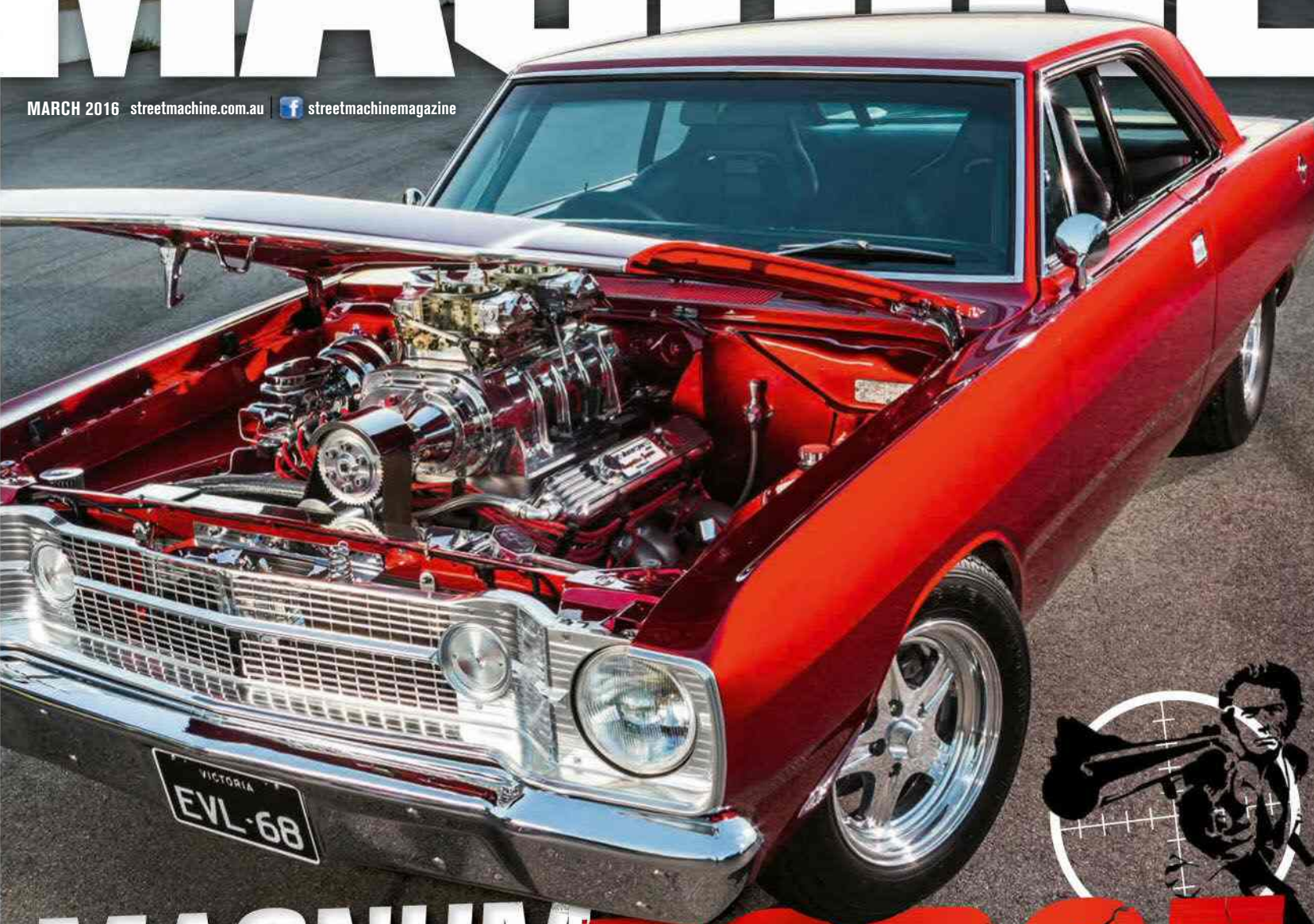


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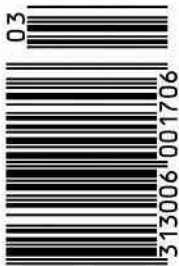


Free
Entry

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WIN OUR TORANA!

INSIDE: APSA FINALS ★ MOONEYES, JAPAN ★ LARRY ORMSBY'S XW
INSIDE: WORLD'S WILDEST KUMBI ★ PROJECT TAILSPIN ★ VIC HOT ROD SHOW ★ TH350 TECH ★ SLEEPERS





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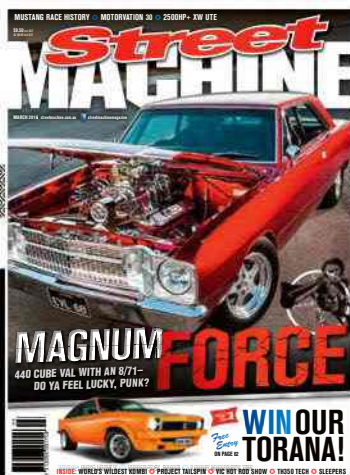
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TELFO

SIMON TELFORD

GEEZ, how good is our sport? Besides being awesome fun, playing with cars creates all kinds of positive connections with people. Sure, the interactions aren't always good – not when you're getting booked by a parking inspector, or having frustrations with your neighbours who can't quite deal with living next door to what appears to be a used car yard. But on the whole, this street machine thing is a great way to meet likeminded people.

The boffins call it building social capital, and it has enormous pluses for individuals, families and society as a whole. One of the biggest benefits is to our stress levels, and even our mental health. Just working on cars, hanging out at shows and chatting online all counts. Wasting time mucking around with cars? Don't you believe it! And when things do take a turn for the worse, you've got a group of mates around you to support you.

We see great examples of this kind of stuff with families, mates and car clubs in the mag each month, and even more so when the car community rallies around to help those in need. This is happening all the time, but there are a few examples that have touched us personally of late.

A biggie was the Bass Coast Show 'n' Shine down here in Victoria. The event runs every second year and the proceeds are donated to worthwhile causes like the CFA or cystic fibrosis. This year the organisers decided to raise some money for the family of the late Pro Street guru Craig Brewer, who passed away last year after a battle with cancer (Legend, SM, Sep '15). Over 450 cool cars and bikes hit the road to Grantville and raised over \$13,000. It was a stunning turnout and one that demonstrated how much Craig is missed by the Melbourne street car scene.

THIS YEAR'S BASS COAST SHOW 'N' SHINE RAISED OVER \$13,000 FOR THE FAMILY OF THE LATE PRO STREET GURU CRAIG BREWER. OVER 450 COOL CARS AND BIKES HIT THE ROAD TO GRANTVILLE, A STUNNING TURNOUT THAT DEMONSTRATED HOW MUCH CRAIG IS MISSED

On a smaller scale, our buddy Leon Davies from Big L's Chop Shop puts on a Spit & Beers night at his workshop each February and asks his mates to donate some goodies – including car parts and artwork – towards a raffle that benefits the cancer ward at Geelong Hospital. Despite being a fairly low-key deal, Leon and his guests coughed up almost \$3500 at this year's event. It was a great night and shows what can be done with a little teamwork.

Even closer to home, our deputy editor Scott Taylor has been blown away by the response to the GoFundMe campaign organised to help the Taylor family buy a new wheelchair-accessible van for their six-year-old son Alex. Alex was born with cerebral palsy and is getting a bit big to be manually lifted in and out of the family Falcon. In addition to the GoFundMe deal, Adam Rogash from MPVW has got together with the crew from HWY and Eye Candy Motorsport to run a dyno day for Alex as well. That will happen about a week after we send this mag to the printer, but even so the response from people in the street machine scene has been massive, and it looks like Alex will be cruising around in a new van before too long. 🏁





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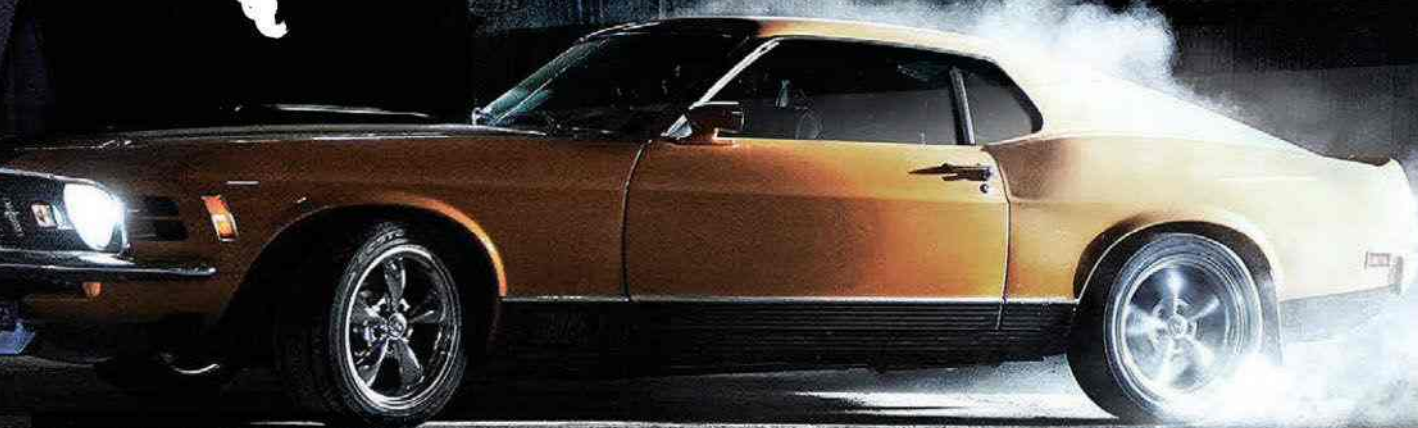
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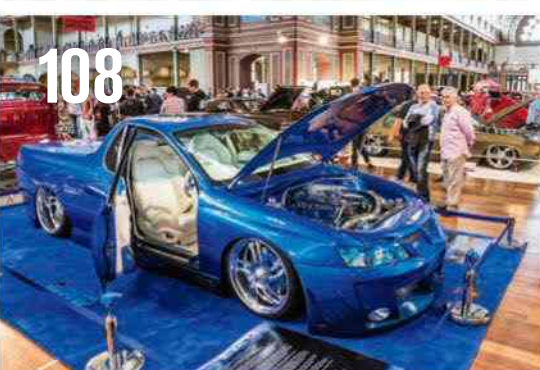
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NEWS FRONT

MARCH 2016: ALL THE NEWS THAT MATTERS

STORY SIMON TELFORD PHOTOS ELLEN DEWAR

KOMBI COMPLETE

> THE SIDCHROME KOMBI IS ON ITS WAY TO ITS NEW OWNER – BUT WE DRIVE IT FIRST!



To see the full seven-part video series on the Sidchrome Kombi build, head to streetmachine.com.au

IT'S finished! After more than six months of work the Sidchrome Kombi van has been transformed from a rusted-out bucket of bolts to a head-turning street machine.

The project was a joint initiative between Sidchrome, Chisholm TAFE in Dandenong, the Australian VW Performance Centre and SM. The TAFE crew handled the considerable job of repairing the body and applying the paint, while AVWP took care of the mechanicals, the amazing interior fit-out, installing the roll-back sunroof, and the final assembly.

I had the pleasure of steering the Kombi to its public debut at the Saturday Night Live event at the Eastlink BP in Melbourne's east. Now, I've driven my share of Kombis, but never one

like this! For a start, it hoots along thanks to the 2180cc, twin-carb-equipped flat four.

The old girl feels unburstable and sounds fantastic, too. Whether we were in heavy city traffic or out on the highway, she was totally unfussed. Rather than holding up traffic – as has been my experience with other Kombis – we were overtaking stragglers with ease, all with peace of mind knowing we had decent brakes to go with it.

While the engineer wouldn't let us get the Kombi as low as she looked in the concept drawing, the AVWP crew got her down as low as they could, while maintaining practicality and a plush ride. I reckon they hit the balance just right.

Inside, the Kombi has been finished off just-so. Big-ticket items including the sunroof, the Clarion stereo, the camper bed and the Sidchrome-themed fit-out do everything they're supposed to, but what really impressed me were the details. Every latch, hinge, lock and lever works as well or better than when the Kombi rolled out of the factory. Getting all that stuff right on a high-mileage car is no snack, and it's testimony to the passion that went into this project from every single person involved.

Congrats to Phil Watson from Wickiepin, Western Australia, who won the van, as well as to Brian Riley from Canberra, who won a fully stocked Sidchrome tool chest in our subscription competition.

TIP-IN KINGS

THE fourth Sass Automotive Xtreme Powerfest was held at the Driver Education Centre of Australia in Shepparton over the weekend of 23-24 January, and it was a huge success, attracting 309 entrants. The event also raised more than \$20K for BeyondBlue. Russell Harris in the L005E VL Commodore scored first spot in the big boy's class, ahead of Mick Brasher (LEGAL) and Mark Schwirze (BLOWN). Justin McKinnis in the WIK-434 Commodore took out the regular comp. In between the rounds of burnouts, a tip-in comp saw entrants pushing it to the limit. In the end, Sydney's Danny Younis defeated some red-hot tip-in experts and was crowned Tip-In King in his FUKYEA Capri.



RIP TONY

BATHURST legend Tony Warrener was commemorated at the Bathurst 12 Hour by having a Mount Panorama building named after him. Tony passed away in July 2015 after suffering from multiple cancers, but has been remembered as the leader of the NRMA smash repair team that rebuilt a number of historic Aussie touring cars after they came off second best around Mount Panorama. Among the cars are Dick Johnson's Greens-Tuf Falcon, Wayne Gardner's Coca-Cola Commodore and Peter Brock's Mobil Ford Sierra.



NEXT!

THE April mag is full of goodies. We've got a killer XR Falcon streeter, a super-tough street 'n' strip HZ sedan, a trophy-winning Mustang from Summernats 29 and a très-cool, circuit-inspired Mopar. We'll also take a good look at the paint process for Project Tailspin, check out the Johnny the Boy Lives (*Mad Max*) event from Clunes in Victoria and groove out at the Bright Rod Run. On sale 24 March, but if you can't wait that long check out streetmachine.com.au for daily updates.



ABOVE: How good does that look? Where once sat a 1600cc tribute to the power of positive thinking, now beats a 2180cc thumper. The big Porsche fan keeps things cool, with 44mm Empis for breathing and a Pertronix ignition

LEFT: Inside the Kombi is a cracker, with tasteful custom trim, a fold-out camper bed, Clarion sound system, B&M shifter and a neat fit-out down the side that includes a Sidchrome tool chest, spare wheel mount and Esky



NEWS FRONT

MARCH 2016: ALL THE NEWS THAT MATTERS

STORY GLENN TORRENS PHOTOS PETER BATEMAN



SPIN CLASS

> PROJECT TAILSPIN COPS SOME COLOUR

TAILSPIN, the astonishing back-to-front FB Holden street machine project of Kylie and Adam Perry, reached a major milestone recently with the application of its paint. Revealed here for the first time, the colours are an incredible brew of custom green/gold PPG Deltron GRS with aluminium and glass flake, with contrasting burgundy inside.

The colours were applied by master painters – PPG's John Hristias and Casey Calis – after Kylie, Adam and legendary car crafter Howard Astill gave the nod to the FB's surface following several days of detailed prep work at PPG's Sydney training facility.

Tailspin has been an immense project for the Canberra-based Perrys. Originally a concept sketch by artist Linda Vesperman for the Jan/Feb 1994 issue of *SM*, Adam and Kylie decided it would be worth turning concept into reality, beginning with a casual conversation with Howard.

Following that initial chat, the trio created a full-sized mock-up using a chopped-up rusty FB Holden with an R33 Skyline turret.

"Seeing it, that mock-up made us even more determined to do it," says Kylie, recounting some of the highlights of the car's build as she and the crew prepared Tailspin for paint at PPG.

That determination was an essential part of this car being completed.

As Howard says: "Plenty of people start big projects and then lose interest, and the cars end up on eBay. As a project, this car, really, is bigger than big."

In the five years since, Tailspin has soaked up thousands of hours with Howard. He has guided and assisted the Canberra couple toward their lofty but achievable ambition of building one of Australia's most incredible street machines.

Street Machine had the honour of seeing the colours go on, and it was an amazing scene to watch the crew do their stuff. After denibbing and detailing of the paint, the car's next journey is back to Canberra for Kylie and Adam to perform final assembly.

As with many incredible street machine builds, Tailspin is a little behind the timeline envisaged when the project began – but who cares? With all the trimwork and mechanicals (a Crow Cams-fettled injected Holden 5.0-litre V8 and TH700 four-speed auto) previously mocked into place, the car should go back together like Lego for a MotorEx debut mid-year. Fingers crossed!



MAIN: Tailspin's colour is a custom-brewed PPG Deltron GRS brimming with aluminium and glass flake. In full sun, the final effect meanders from green to gold, a patriotic finish for what will no doubt be a legendary Aussie street machine. Come back next month for our blow-by-blow account of how John and Casey worked their magic

ABOVE: The project has evolved from Vespo's original sketch – not only in the colour scheme, but also the original Nissan 300ZX roof idea morphed into an R33 Skyline item. It was inspired by a series of drawings by American illustrator Charles Smith, who applied the back-to-front concept to the likes of the '67 Corvette, '51 Mercury and the '50 Studebaker

MASTER RACE

> THE ROAD TO THE BURNOUT MASTERS FINALS AT SUMMERNATS 30 HAS ALREADY BEGUN. HERE'S HOW YOU CAN GET IN ON THE ACTION

THERE are burnout comps, there are epic burnout comps and then there's the *Street Machine* Summernats Burnout Masters – the toughest of the tough.

Competitors come from every state and territory to have a shot at the title, including folk who haul their cars from Western Australia. That is a serious commitment! These hardened skid warriors don't come for the cash money, though. The \$30,000 prize pool is impressive, but what draws them in is the knowledge that the 29 competitors who face down on the final day of Summernats 30 will be the best of the best.

There are only a few ways to make the cut, and they don't involve begging, bribery or tears. For starters, those that gained a Top Five finish at Summernats 29 or placed in the top three of the Burnout Championships get an automatic pass – after brutalising their cars to finish so well at 'Nats 29, they deserve it!

That leaves 21 spots, and the only way to get one is to kick total arse at one of the 11 qualifying events throughout 2016.

Televised events including Burnout King in WA, Brashernats in Sydney and Red CentreNATS in NT will have three tickets available. UBC Victoria and Gazzanats WA will have two tickets each, while Lardner Park, *Street Machine* Supernats, Tropical Meltdown,

Burnout Outlaws and Tread Cemetery will have just one ticket each up for grabs. Phew!

The upshot is that the Burnout Masters process is automotive natural selection at work, putting hundreds of Australia's best car-and-driver combinations through a meat grinder with only the fittest emerging to front the crowd at Summernats 30.

It's so brutal there have been concerns that normally aspirated cars are being lost in the mix amongst the ever-growing legion of blown and injected monsters. To allay those fears, the Burnout Masters crew has tweaked the rules to mandate that a minimum of five aspirated cars will score an invitation to the final, with the winners of the aspirated classes at UBC Victoria, Gazzanats WA, Burnout King WA, Brashernats Sydney and Red CentreNATS all instantly qualifying for the masters.

There is already one aspirated car in the mix – Dom Luci's LITMUP – so we're going to see a greater variety of cars competing in the Burnout Masters than ever before.

As an added bonus, for those events occurring prior to the Red CentreNATS (2-4 September), the first three places in the blown class (or first three places outright in the case of there not being separate classes) will receive an invitation and towage incentive to compete in the Red CentreNATS Burnout Masters class in Alice Springs. Stay tuned in the mag and on streetmachine.com.au to see how it all goes down!

QUALIFYING EVENTS

UBC VICTORIA:
13 Feb – 1 Blown; 1 NA
GAZZANATS WA:
26-28 Feb – 1 Blown; 1 NA
LARDNER MOTORFEST:
12-13 Mar – 1 Overall
BURNOUT KING:
25 Mar – 2 Blown; 1 NA
SUPERNATS:
23 April – 1 Overall
BRASHERNATS SYD:
12 June – 2 Blown; 1 NA
TROPICAL MELTDOWN:
13 Aug – 1 Overall
BURNOUT OUTLAWS:
TBA – 1 Overall
RED CENTRENATS:
2-4 Sept – 2 Blown; 1 NA
TREAD CEMETERY:
15 Nov – 1 Team Nomination
SUMMERNATS 30:
5-8 Jan – 3 Wildcards

ALREADY IN!

TOP FIVE SUMMERNATS 29
BURNOUT MASTERS
Andrew Pool: IBLOWN
Brett Battersby: BLWNLUX
Jake Myers: SICKO
Peter Grmusa: ATRISK
Ryan Pearson: HOLDON

TOP THREE SUMMERNATS 29 BURNOUT CHAMPIONS

Darren Bromage: SMOKINU
Matthew Cowan: ONIT
Domenic Luci: LITMUP



SPIT AND POLISH

Send your event details to Spit & Polish, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email streetmachine@bauer-media.com.au.



> 12-13 MAR, LARDNER PARK, VIC

25-28 FEB, EASTERN CREEK, NSW
Powercruise 60, Sydney Motorsport Park. Visit powercruise.com.

26-27 FEB, BALLARAT, VIC
Ballarat Swap Meet, Mitchell Park. Contact 0487 175 996, or visit ballaratswapmeet.com.au.

26-28 FEB, COLLIE, WA
Gazzanats 2016, Collie Motorplex. Contact 0408 692 033, or search for Gazzanats on Facebook.

27 FEB, LAGGAN, NSW
Annual Laggan Pub Car Show, Peelwood Road. Contact (02) 4837 3208 or visit facebook.com/lagganpubcarshow.

27 FEB, LAWNTON, QLD
Sims Rock 'n' Roll Show 'n' Shine, Pine Rivers Showground. Contact pistonenergydrink@hotmail.com.

28 FEB, BIRDWOOD, SA
Small Ford Show, National Motor Museum. Contact Mark 0439 831 862.

28 FEB, CRAIGIEBURN, VIC
Craigieburn Car, Truck & Bike Show 2016, Craigieburn Central. Contact Jim 0408 305 558.

28 FEB, WARRIEWOOD, NSW
The Northern Beaches Car & Bike Fest 2016, Pittwater Rugby Park. Contact Barney 0478 032 122.

05 MAR, BEECHWORTH, VIC
Beechworth Car, Bike & 4x4 Show 'n' Shine, Beechworth Primary School. Contact Anthony 0437 492 271.

05 MAR, PORT MACQUARIE, NSW
Hastings Old Holden Motor Spectacular Show 'n' Shine, Westport Park. Contact Brett 0414 551 344.

06 MAR, WILLIAMSTOWN, VIC
Northern Cruisers By The Bay, 82 Nelson Place. Contact Nej 0407 460 600.

06 MAR, WOODRIDGE, QLD
Logan Car Show, Lot 7 Jacaranda Avenue. Contact (07) 3442 1700.

06 MAR, YARRAWONGA, VIC
Picnic By The Lake, Yarrowonga Foreshore. Contact suncountycarclub@gmail.com.

11-13 MAR, PHILLIP ISLAND, VIC
Phillip Island Classic Festival of Motorsport. Contact (03) 9877 2317, or visit vhrr.com.

12 MAR, KOGARAH, NSW
Chariots Rod & Custom Club Twilight Show 'n' Shine, Arncliffe Scots Baseball Grounds. Contact Bonny 0409 128 149 or (02) 9335 1390.

12-13 MAR, BATHURST, NSW
Bathurst Autofest 2016, Mount Panorama. Contact 0417 511 557, or visit autofest.com.au.

12-13 MAR, LARDNER, VIC
Lardner Park Motorfest, 155 Burnt Store Road, Lardner Park. Contact admin@motorfest.com.au.

13 MAR, HORSHAM, VIC
16th Horsham Car & Bike Show, May Park. Contact 0429 941 241.

18-20 MAR, WODONGA, VIC
24th Annual Chryslers On The Murray, Gateway Lakes, Lincoln Causeway. Visit chryslersonthemurray.com.

19 MAR, BROOKTON, WA
Brookton Old Time Motor Show, Brookton Oval. Contact 9642 1106, or visit otms.org.au.

19 MAR, BUNDABERG, QLD
Rum City Rods & Customs Auto Swap Meet 2016, East Rotary Park.

Contact Ross 0417 779 448 or Mal (07) 4153 2347.

19 MAR, MORPHETT VALE, SA
Old Skool 'n' New Age Auto Show, Morphett Vale Football Club. Contact Dave 0417 765 877 or Steve 0414 275 029.

19 MAR, YEA, VIC
6th Annual Bushrodders Picnic, Racecourse Reserve. Contact Tracy (03) 5784 2217 or Don 0418 359 945.

19-20 MAR, YEA, VIC
Deluxe Rod Shop Workshop Opening, corner of Deepdene Rd & Yea/Whittlesea Rd. Contact Steven (03) 5797 2062.

20 MAR, CRONULLA, NSW
Pre-WWII Vintage Car & Bike Show 2016, Cronulla Plaza. Contact Ken 0438 692 737.

20 MAR, KOROIT, VIC
Koroit Lions Swap Meet & Show 'n' Shine, Victoria Park. Contact Bruce 0435 366 451.

20 MAR, LAUNCESTON, TAS
Launceston Autumn 2016 Swap

Meet, Willis Street Car Park. Contact Ken 0411 404 560.

20 MAR, SCORESBY, VIC
BMC-Leyland Car Club Show 'n' Shine, Caribbean Gardens. Contact Gary (03) 5977 5686.

24-28 MAR, MOE, VIC
41st Australian Van Nationals 2016, Moe Racing Club, Waterloo Road. Contact Ian 0403 923 277, or visit vanning.org.au.

25-28 MAR, BUSSELTON, WA
ASRF Sandgroper Street Rod Nationals, Churchill Park Trotting Complex. Visit asrf.org.au.

25-28 MAR, MARYBOROUGH, QLD
10th North Coast Campout & Show 'n' Shine, Maryborough Showgrounds. Contact Sheryl 0417 326 150, or visit conroddersherveybay.org.au.

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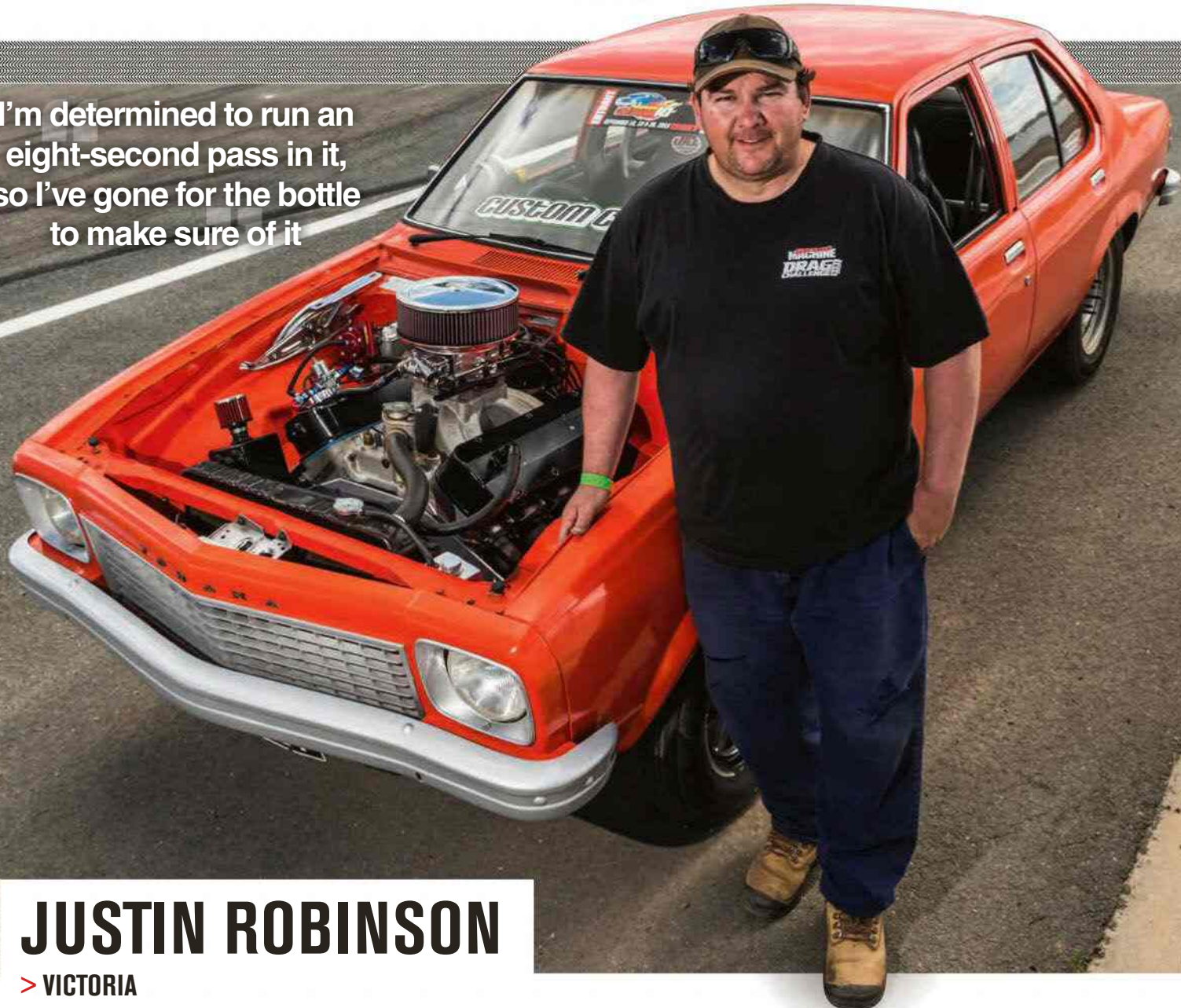
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STORY STEVE TITCUMB PHOTOS CHRIS THOROGOOD



I'm determined to run an eight-second pass in it, so I've gone for the bottle to make sure of it



JUSTIN ROBINSON

> VICTORIA

JUSTIN Robinson comes from a family of Torana addicts, so his love for the General's giant-killer is in the blood. "When I was on my P-plates I had a genuine SL/R 5000, but I've owned heaps of them, everything from Sunbirds to an A9X sedan," he says.

His current ride, a big block-powered LX sedan putting out 730hp at the treads, has run nines, but he's gunning for the eight-second zone following the recent addition of a 700hp Wilson Pro-Flow nitrous kit. Handily, though Justin is a FIFO worker for Rio Tinto in WA, his homebase in Victoria is just a stone's throw from Winton Raceway, so he'll be able to get in plenty of passes.

Sweet ride! How did you come by this LX?

I bought it in 2000. It started life as a humble little four-pot Sunbird, but was a really original car with a clean body. I ended up selling it in 2005 but then bought it back in 2007 and have had it ever since. When I got it back the bodywork had all been done and it had a 350 small-block Chev and Powerglide in it. I decided to build it for drag racing and

powerskids at local events like PCM, so I pulled out and sold off the motor, had the rollcage built and got a good mate of mine, Dave Simmons, to paint it in a bright orange tinter over a burnt orange basecoat.

What's up front?

It's a Reher-Morrison 555ci big-block that my brother had sitting in the shed for the Torana he's slowly building. The motor used to be in Mick Brody's tubbed pro street Torana that ran 8.57@156mph. It's a Dart Big M block with a Callies Stealth crank, Manley H-beam rods, Ross pistons with 14:1 compression and Dart 355 heads. It's running methanol fed through a Pro Systems SV1 carby on an Edelbrock manifold.

And the rest of the drivetrain?

The 'box is a full-manual Powerglide built by Burko Transmissions in Shepparton with a TCE 5000rpm converter, and the nine-inch rear end has a lightweight Strange alloy full-spool centre with 3.7 gears and 31-spline axles.

Having owned the car for so many years, you must have had a fair few adventures together.

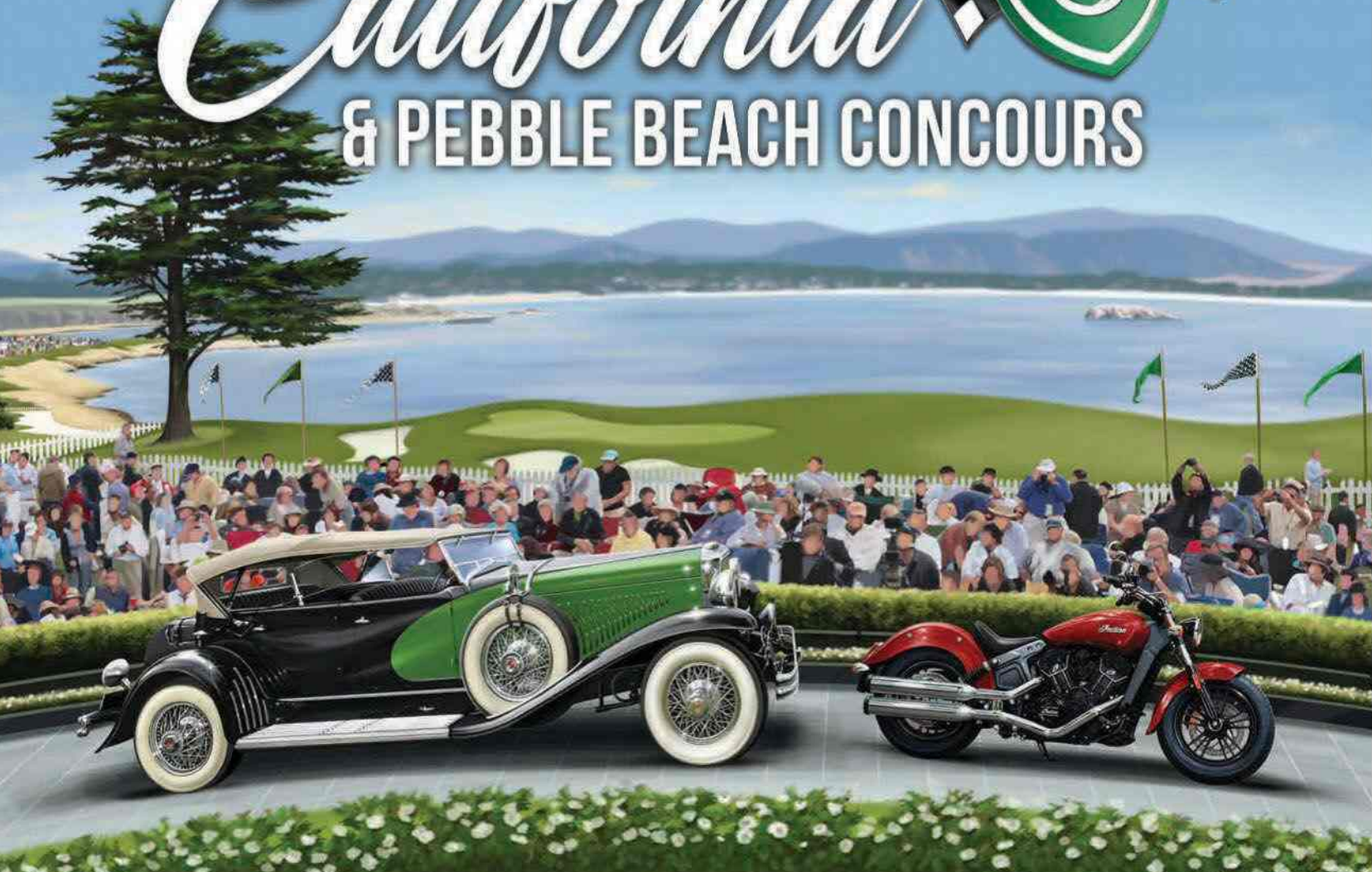
Yes, actually it was lucky to survive an early test

run a few years ago. I'd taken a mate out for a quick spin and had just started to wind up some speed when suddenly we started to veer off the road and through a table drain. My mate screamed out: "What are you doing?" I yelled back: "Trying to put this bloody thing back on!" Seems I'd forgotten to put the nut back on when I aligned the steering wheel back at the workshop and it had come off in my hands. Somehow I got it back on before we hit anything solid and got back up on the road without any damage.

What are your future plans for the car?

I'm determined to run an eight-second pass in it, so I've gone for the bottle to make sure of it. I'm struggling to get it to hook up properly, but hopefully with some new slicks it'll get into the eights without the bottle. If not I'll gas it into the eights, then probably transfer it over to another Torana I have that's already tubbed, with big slicks, a sheet-metal diff and coil-overs. It's a bit lighter too, as it's got fibreglass guards, bonnet and nosecone, so hopefully it will be even quicker again. ■

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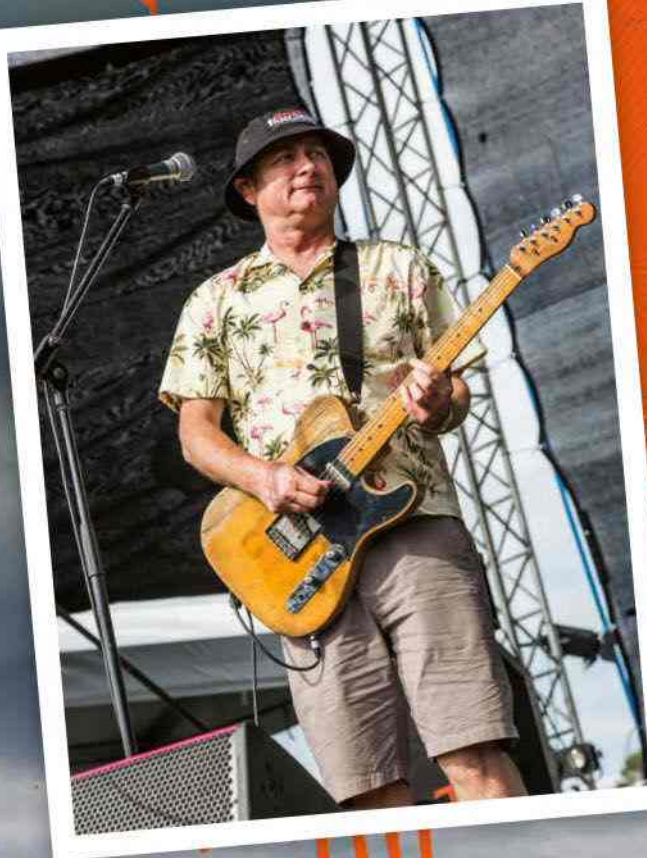
LEGEND

STORY MATT REEKIE PHOTOS CHRIS THOROGOOD

Go Fast Guru



WE CAUGHT UP WITH HOODOO GURUS FRONTMAN AND ALL-ROUND CAR NUT DAVE FAULKNER AT SUMMERNATS 29



WHEN Hoodoo Gurus arrived at Summernats 29, their eyes were practically popping out of their heads. The four band members – vocalist/guitarist Dave Faulkner, guitarist Brad Shepherd, bassist Rick Grossman and new drummer Nik Rieth – were glued to the windows of the 12-seater they rode in on, completely stunned by the carnageddon taking place around them.

"If you just see just a couple of these cars on the road on a Friday or a Saturday night you're astonished, so seeing hundreds is mindblowing!" said Dave, who, as the biggest car guy in the band, was slightly more tickled than the rest of them. Which was very tickled indeed.

SM already had an inkling Dave was a fellow enthusiast. Years ago we got wind that he owned an XC Cobra and we hounded him for a chat and a photoshoot. But he always knocked us back, saying the car was not up to scratch. You gotta give him credit for that attitude.

Still, we never found out what was actually wrong with the car until 'Nats 29, when we cornered Dave 'backstage' (which was literally inside a shipping container) before the Gurus rocked the main arena on the Saturday night.

Street Machine was bugging you for an interview years ago. How come you wouldn't let us see your Cobra, so to speak?

Yeah, I had an XC Cobra, number 362. A friend found it for me. She was driving home from work and saw it outside a tyre place and said to me: "I saw your car on the side of the road with a 'For Sale' sign on it." I went and had a look at it and I was laughing. I was like: "I can't believe I can buy this incredible car right now!" That was the coolest car I ever had, but it had a few mishaps. It got hail damage and then a guy did a shit job of repainting it; it was the wrong colour white! I was embarrassed.

Did you think about having it repainted?

I kept meaning to but I never did. I ended up selling it to a friend who was going to take it back



MAIN: The Gurus get up close and personal with Dean Koenigkamp's Sandman van and trailer at Summernats.
From left: Brad Shepherd, Dave Faulkner, Nik Rieth (behind), Rick Grossman



LEFT: The punters were chuffed with the Gurus' live set at 'Nats 29

BELOW: The band's 1994 *Crank* album features a '32 five-window on the cover that belongs to Andy Minas of Andy's Restorations. "They found me via the ASRF," Andy says. "They needed a steel-body car so they could stick the magnets on the body! I got paid \$200 or so and got some copies of the album on cassette. I was rapt!" Andy has owned the coupe for 37 years, and is currently treating it to a birthday. "It was always a nostalgic-looking car, but it will be even more so this time." The photoshoot was the work of Adrienne Overall, who has also shot covers for Cold Chisel, Silverchair, Midnight Oil and many more

to showroom [condition]. I sold it to him cheap and he made it his project, but then he wasn't working for a while and sold it 12 months later for a lot more money, which was not supposed to happen.

Ouch. What are you driving now?

I've got a 2003 Monaro CV8. That's a nice car and never gives me a moment's trouble. Actually, there was a moment's trouble recently and I needed to replace the engine.

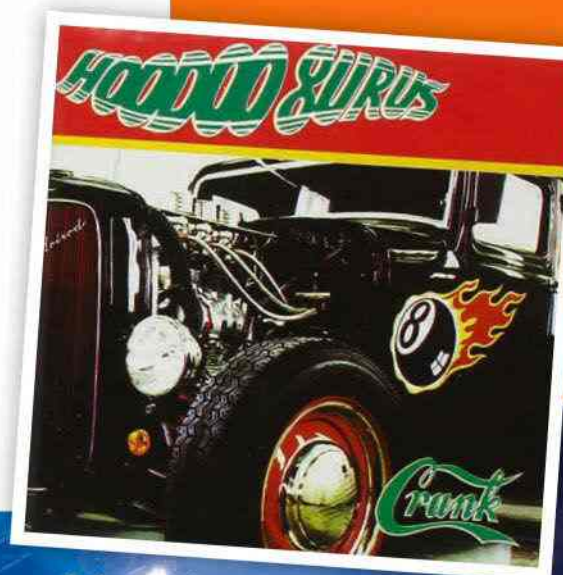
What happened?

It was needing an upgrade anyway because it felt like it wasn't quite as responsive. Then I had a problem with floodwater being ingested into the air intake and it shat itself, the pistons went through the crankcase, it was fucked. But the

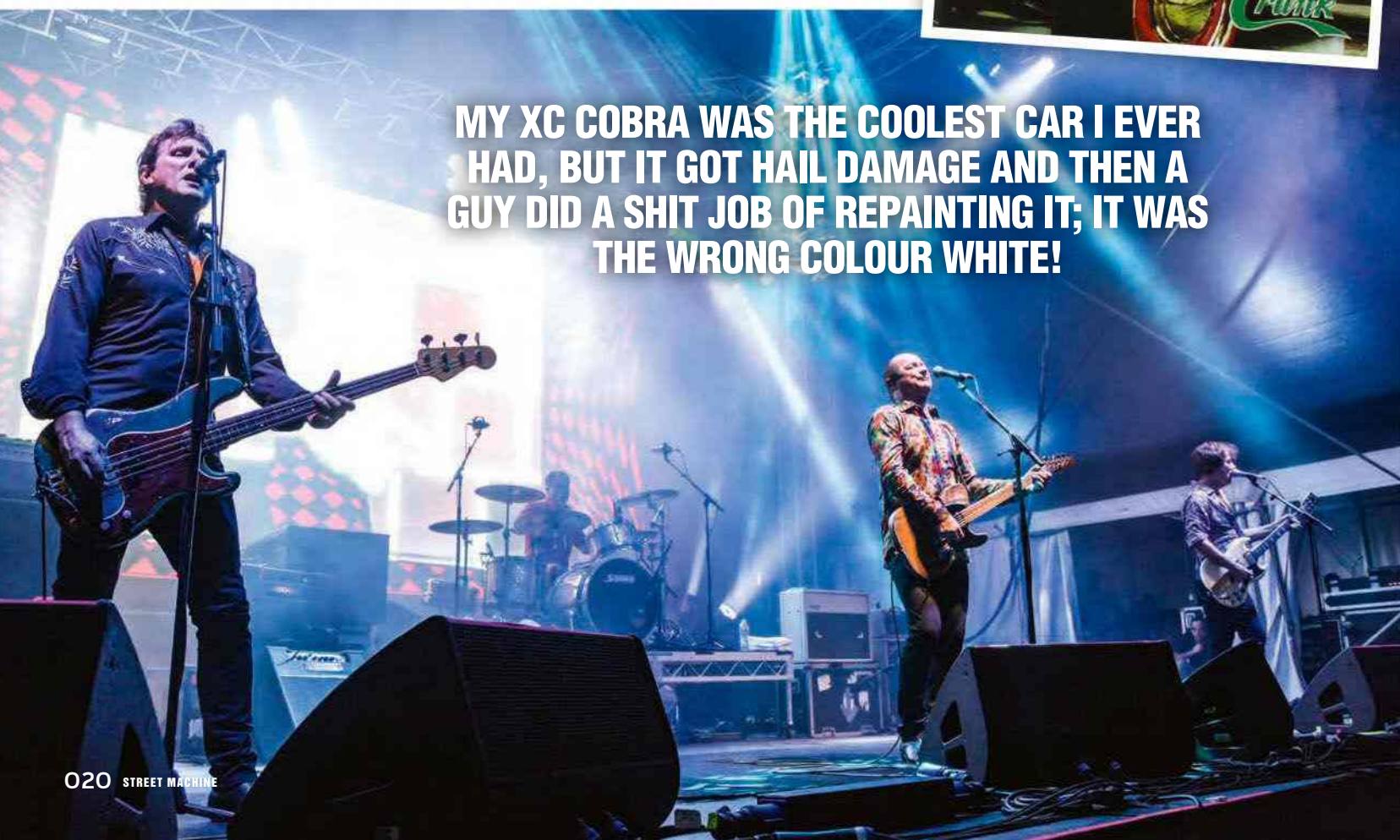
insurance company covered it and now it's got a nice LS1 in it, and I'm very happy.

Can you remember the sketchiest vehicle the Hoodoo Gurus travelled in?

Absolutely, Brad's car when we went on our first Tojo Tour in 1983. It was some Japanese shitbox. We were driving from Sydney to Melbourne on the coldest night of the year and the car had no seals anywhere, so just freezing air blowing in. It was disgusting. Then we got stuck at Albury-Wodonga, broke down on the outskirts of town at two in the morning and had to wait until the servo down the road opened so we could get someone to come help fix the car. It was just a shit night. ■



MY XC COBRA WAS THE COOLEST CAR I EVER HAD, BUT IT GOT HAIL DAMAGE AND THEN A GUY DID A SHIT JOB OF REPAINTING IT; IT WAS THE WRONG COLOUR WHITE!



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SNAP SHOTS

STORY SIMON MAJOR



STEPHEN DARIZ

> BELLINGEN, NSW

IT'S common to find people winding back the clock when choosing a 'new' vehicle, as they attempt to find their comfortable niche within the car scene. Stephen Dariz is one such bloke who has dabbled with plenty of cool metal over the years – be it street machines, customs or choppers – but found his calling with the raised attitude and mechanical mayhem of a traditional gasser.

01: STEPHEN dubbed this XT GT 'The Fakemont'. "It began life as a six-banger, column-shift Fairmont," he says. "Bought in '93, it was my first real car and I spent most of my apprentice wages restoring it and buying GT bits. Oh, and booze! Ultimately, the puzzle came together with the help of my brother Mick who owned an orange XW GT. He built a stout and crispy 351 Windsor donk backed by a C4 auto with a 3000 stall and mini-spoiled nine-inch diff. It all came to an end in 1999 when I stupidly sold it for an embarrassing price, plus a Suzuki Stockman. Yes, I've given myself several smacks over that, too."

02: THIS HZ panel van was a genuine Sandman found in original condition. It served as a home away from home for Stephen on a six-month trip halfway around Australia. "The 308 never missed a beat and it took on everything from endless highways to rugged dirt roads in its stride. It would easily do

100mph with the surfboards and pod strapped to the roof, and it was a rad feeling to scream past all the oldies in their campervans," he laughs. "I sold it in 2008 to a guy in Perth who wanted to restore it, but I always hoped that he left it as a survivor."

03: THIS '82 Chevrolet C20 pick-up cemented Stephen's love of the custom, after first dabbling with a ZA Fairlane. "Stock was out. It is way more satisfying to use your imagination to create something fun and different," he says. "Besides, it was an awesome workhorse to boot. It was a Silverado with a stonkin' 6.2-litre diesel, so would carry or tow anything. We moved all of our stuff from Sydney to Adelaide in one trip, fully loaded with two motorcycles and a trailer full of gear. I eventually C-notched the chassis and static-dropped it eight inches. It was sold in 2010 to focus on my Buick."

04: THE '56 Buick Super pillarless two-door was another favourite. It ran a 322-cube Nailhead engine to which Stephen fitted a tri-power manifold and three 94s. "It was a real gem and looked the part. My partner Morgan helped out a lot on this car, getting all dirty and tackling some of the difficult jobs. We made a custom grille out of FC overrides, debadged it and shaved the rear, as well as giving it a healthy lowering job. Unfortunately, this build ended badly and it pains me to think about it"

05: ONE of Stephen's proudest builds was this 1982 Ironhead Sportster project he began in 2013. "It started life as a regular schmo, but I fully rebuilt and customised pretty much everything and turned it into one bad-arse chopper. It was featured in a couple of magazines before I moved it on in 2015."

06: A 1948 DODGE is a rarity on our shores, but even rarer when it's a Club Coupe. "My green Dodge came from South Africa. Everything about it was beautiful and elegant; truly a rolling piece of art. I had big plans for this, but was only able to do half of what I wanted before life's priorities kicked in. It was sold a couple of years ago."

07: STEPHEN came across this 1950 Dodge sedan in July 2015, after moving back to NSW from SA. "It is a two-owner car from Lismore that is as original as a pie floater – whatever the hell that is," he laughs. "All of the original gear is there: flathead six-cylinder, three-on-the-tree crash box and six-volt electrics. I haven't done a lot to it yet as it's my daily driver, but found time to fit 16in-wide whites and rear skirts. I took this pic just outside Repton on the Bellingier River Bridge."

08: STEPHEN'S owned a few choppers in his time. His current ride is this '76 Ironhead Sporty boasting



a six-inch-over twisted springer front end, risers and 'Z' bars. A foot clutch and jockey shift complete the look, along with candy apple red paint and a king/queen seat.

09: AN OBSESSION with old-school gassers saw Stephen put two and two together to come up with 'Raised Obsession', which has its own Facebook and Instagram pages, and a range of merchandise. "The poster child and namesake is my '49 Plymouth coupe, bought out of New Mexico in August 2014. It was a bit of a basket case, but I couldn't wait to sink my teeth into it. It runs a 427 Chevy with 60s M/T covers, a quick-shift auto and a nine-inch sporting 4.11s." Halibrand small-window rims and pie-crust tyres are jammed on the back, while the front spoke rims have been replaced with era-spec skinny slot mags. "The signwriting is the work of Ray Moondog, and I'm hoping to fit a rare 60s cross-ram intake soon. I spend every spare moment working on it and will be showing it at the Boogaloo Invitational in May. I'll have a vendor stall there, too, so come up and say hi!" 🗝️



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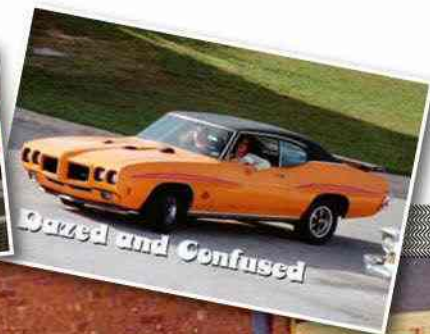
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FANGING FLICK

STORY SIMON MAJOR



DAZED AND CONFUSED 1993

> IT WAS A TIME THEY'D NEVER FORGET. IF ONLY THEY COULD REMEMBER

BREAKDOWN

VEHICLES: 1970 Chevrolet Chevelle, 1972 Chevrolet C10, 1964 Buick Electra, 1974 Cadillac De Ville, 1977 Chevrolet El Camino, 1955 Chevrolet 3100, 1967 Dodge Coronet, 1970 Ford Bronco, 1971 Ford Maverick, 1975 GMC C15, 1973 Plymouth Duster, 1970 Pontiac GTO, 1974 Pontiac Trans Am, 1965 Volkswagen Beetle

STARS: Matthew McConaughey, Ben Affleck, Milla Jovovich, Jason London, Joey Lauren Adams, Cole Hauser, Sasha Jenson, Wiley Wiggins, Adam Goldberg, Michelle Burke, Rory Cochrane, Sasha Jenson, Terry Mross

DIRECTOR: Richard Linklater

ACTION: Suburban street chases and back-roads drag action are all the better when it's old-school metal. Plenty of era-correct cars to enjoy in this flick, whether featured rides or background eye-candy

PLOT: It's 1970s US of A and school is out for a bunch of groovy teenagers. The senior class are looking to wallop the incoming freshmen, all the while doing their best to get wasted and laid

ALL right, all right, all right! Slip back to 1976 and enjoy the last day of school with a bunch of Texas teens, on a mission to create trouble as they celebrate the beginning of the summer.

Football quarterback Pink (London) and his jock mates Benny (Hauser), Don (Jenson) and O'Bannon (Affleck) are keen to dish out a paddlin' to the incoming freshmen, while also trying to appease the summer demands of Coach Conrad (Mross) and the insecurities of Pink's girlfriend Simone (Adams).

They set their sights on freshman Mitch Kramer (Wiggins) after his sister Jodi (Burke) begs for leniency. Kramer mans up and cops the hazing bat to the arse with dignity, earning the respect and friendship of his newfound senior mates.

What rolls on from this point is a night full of booze, weed, parties and shenanigans that draws in a brace of stereotyped but memorable characters including nerds, stoners and bullies, along with the token 'old' guy, Wooderson (McConaughey, in his breakout role).


Director Linklater nails every aspect of this film; the cars, hair, clothing and characters are spot-on, and his casting choices are brilliant, especially that of then-newcomer McConaughey.

It's a great film on these factors alone, but the masterstroke that hooks you from start to finish is

the awesome soundtrack. Never has such a cool collection of 70s classic rock been so appropriately matched to the Hurst-shifting gears of a script that's as funny as it is warmly nostalgic.

There are plenty of classic one-liners that found their way into Gen-X vernacular at the time of the film's release and have continued through to the present day. The language is very coarse and drug use overly heavy, though – keep this in mind should the kids be keen to join you on the couch.

VERDICT: 4/5

DAZED and Confused may not specifically be a car flick, but has enough cool metal on show to earn itself an accidental guernsey. I bet you'll recognise some of the characters and hilarity from your own high school years, and although your own run may not have been strictly 1976 (I was three!), the sense of freedom and raw fun the film conjures will certainly evoke that time in your life when things were far less complicated. 



COOL FLICK FACT: McConaughey's signature "all right, all right, all right" catchphrase was an improvisation based on Jim Morrison's between-song scream from a Doors live album

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> LETTER OF THE MONTH

FEB FAST!

JUST got the Feb issue in the mailbox yesterday and it looks like a great read yet again.

While I was very happy to get the extra 77 pages on Drag Challenge in the Jan issue, it appears some weren't (Your Stuff, *SM*, Feb '16). Was great to read about the machines involved and their efforts, which is nearly inspiration enough to have a crack myself!

But reading Peter Warburton's letter about Summernats being unsafe in various aspects and unorganised in others made me laugh. Peter, if you want Summernats to end up like some Yank car show, where they make cars do a stationary burnout against a block of concrete as a choke, then keep complaining loud and hard, but you might be a solo voice. If you want safety and serenity go to a quilting show!

Then perennial letter-writer Redmond chimes in with an unasked-for rant about Ford supporters. "Worthless toys", Redmond? Ask a few GTHO owners how much they will sell for and get back to us. As for Holdens being the "rulers of steel and rubber" in this country, we better not take too many nine-inch diffs or

Chevrolet engines out of them or

there might be a slight motivational problem for a few. Speaking of motivational, when GM finally closes the door on Elizabeth, and the mighty General ships over hotted-up Astras and Vauxhalls to play with, I hope you can find solace in your one poached egg on Vegemite toast, Redmond. Better add some Tabasco sauce for extra spice while the Ford people are driving Mustangs with factory-backed

700hp upgrades. For the record, I love Fords, but equally love a Holden, Valiant, Japanese, American, English or Euro car if it is cool.

One last thing: Am I the only one to notice the names of the correspondents to LOL over the past six months or so? Surely I win a prize for spotting those ridiculously funny names?

Shaun Dunford, email

UP FOR THE CHALLENGE

LOVE the mag; I have a collection going back to the late 80s. But I couldn't believe what I was reading when I came across Boxhead's letter in the Feb issue about how he was so disappointed with the amount of content dedicated to Drag Challenge. Excuse me if I'm wrong, but the magazine is named *Street Machine*! Drag Challenge is a fantastic concept and a real credit to you guys and the people who braved it and took part. Just goes to show you'll never be able to keep everyone happy!

By the way, it would be great to see more in-the-build shots and how the cars looked before their rebuilds.

Peter, email

SILVER SERVICE

THE 'Quick Silver' XW Falcon article in the January issue of *SM* really appealed to me, because it was indeed a 'sleeper' but projected an image of an excellent all-original GS. It was so cool to see no huge stacks poking out of the bonnet (though a 'shaker' wouldn't be out of place), giving the impression that the silver icon was 'as factory'. Talk about a wolf in sheep's clothing! This orange-striped beast would have jaws dropping as it nails a 9.53-second pass on the strip. I can see that some of the lads like to compete to have the tallest mill tower erupting from the bonnet, but it was just refreshing for an old-schooler like me to see all the goodies hidden.

The HX Sandman van was another fine example in the same issue. Great stuff guys! Keep it happening!

Geoff Scard, email



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DROP-TOP TORRY

JUST wondering if anyone remembers the Strathfield Car Audio convertible Torana from the 80s. Apparently it was at Summernats one year and I've been told it was in your magazine back in the day. The reason I ask is that I have it now and am about to start rebuilding it to get it registered. It's in a bit of a sad state at the moment, so I'd like to find out as much history as I can.

Gundawindy Ricketts, via Facebook

CLEAN-UP TIME

I LIKE how you cover all aspects of modified vehicles: road racers, dragsters, rally, show – I love the balance. I'm from Katherine in the Northern Territory and it's hard to get this sort of info here; that's why we rely on mags like *Street Machine*.

Anyway, I need a bit of help here with a product that was mentioned by Mark Arblaster a few issues back. I have nearly all my back issues in the shed for reference but, typical, the one I want I loaned out and never got back. It was the one with the two XW Falcons on the cover (Oct '15). The article was about a blue Valiant hardtop barn-find that was being fitted with an LS1. Mark mentioned a new cleaning product that they used to clean up the engine bay, and I'd really love to know the name of it. I've got an XC Falcon project going on at the moment and want to tidy up the engine bay before painting.

Eddie O'Hehir, email

HEY Eddie, the product was called Eraser, supplied by Glendale Packaging. Head here for more info: www.glendalepackaging.com/wpcproduct/erazer/.

GO GIRL!

I AM A massive fan of your magazine. My dad has a huge collection and ever since I was little I have read them. Because of cars and your magazines, I'm going to become a mechanic, even though many people will pick on me because I am a girl and a blonde! I know more about cars than most boys in my year, because I helped my dad fix cars

ever since I was a toddler. I even helped him with the brakes in his 2010 70 Series ex-mines Land Cruiser and his 1982 HiLux. He used to have a flat-black Ford LTD that had teddy bear-fluff roofing – he used to get in trouble at the school car park because of it.

Anyway, thank you for all the amazing issues! By the way, I was named after Sway in the movie *Gone In 60 Seconds*, and my little sister was named after Ford's Windsor engine (yep, her name is Windsor!)

Swai-Anne Hill, email

RUSTY ROCKET

STREET Machine is a quality mag; I've been buying and reading it since the first issue. I can dig different scenes and styles, but man, that XK ute in Readers' Rockets in the February edition is a rusty insult to anyone trying to get their car in the mag. You know why we do the work on our cars to great standards and specs? To avoid having a shitbox like this! Please don't drop your standards *Street Machine*, there are plenty more better-quality cars to show than this.

Victor Cimador, email

DISC DRIVE

G'DAY, I have been a long-time reader of your mag and I'm just wondering if you have any *Screaming Eights* CDs left? Some bastard stole my car with those CDs in it, which the kids and I listen to when the missus is not in the car. If you have any I would love to buy them off you.

Reg Perry, email

OUT OF HIDING

HI GUYS, just thought I would share with you what Dad has kept hiding in the garage for the past 22 years. It's a very clean (excusing 22 years of dust), very low-mileage VH 770 barn find. Something has motivated him, because today he pulled it out to start giving it a birthday. Last time I saw it drive I was six!

Dion Benis, email



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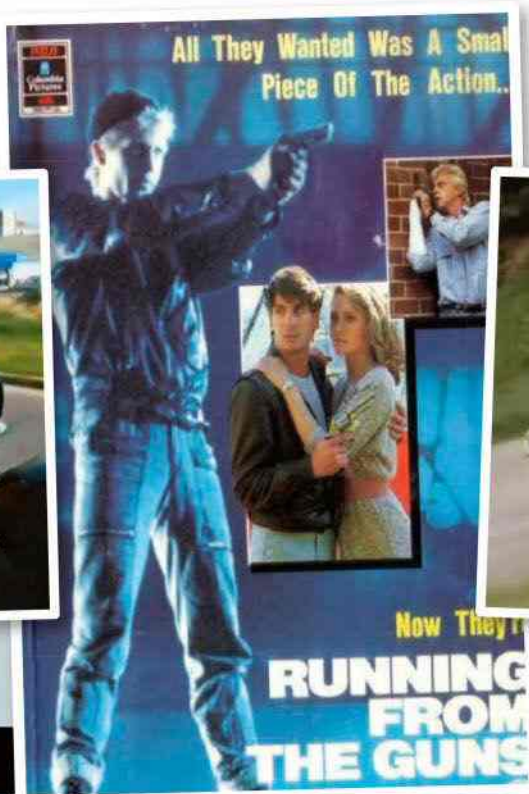


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> IN YOUR FACEBOOK

AT THE MOVIES

WE POSTED some video to our Facebook page of some cool scenes from *Running From The Guns*, a great Aussie car movie from 1987. The flick features a GTHO, a genuine AC Cobra, a smoky Jag and a flaming Charger, and stars the late Jon Blake, who at the time was being hailed as the new Mel Gibson. Tragically, before the film was released he was involved in a horrific car accident that left him paralysed and unable to speak. From what we can gather, the film has never been released on DVD; if you've heard otherwise, please let us (and the readers) know!

CJ Wynne – Never seen this before, looks like a great car movie. Good genuine driving and some great camera angles adding to the quality.

Chris Pace – Watched this one on video a long time ago. Good Aussie film. Love the scene where a carby fire on a Valiant is extinguished mid-conversation like it's a daily occurrence!

Andrew Hall – Great car flick. Is that actress Nikki Coghill? She is a hottie!

Stuart Watson – The Cobra was a genuine AC 289 worth between one and two million dollars. It was taken back to the UK in the mid-90s and restored. Awesome to see an unrestored one getting thrashed around Melbourne and the

Great Ocean Road. Love the movie; it used to be on YouTube but was recently taken down.

Brad Garner – Gotta love the sound of that 351 XY.

Paul Borg – Ha ha! The GT at the end ripping the radiator out of the Merc – classic.

Enviro Sand Master Blaster – Love the XY GT in it, just oozes horsepower and grunt!

Tim O'Brien – And axle tramp!

Enviro Sand Master Blaster – LOL, saw that. When I was 13 I used to do that with my mum's auto front-wheel-drive Passat!

Keith Burgess – Jon Blake was a brilliant actor, shame about the accident, ruined a great career.

Peter Bellas – Years ago, Australia had a Paul Walker too! His name was Jon (Sonny) Blake, RIP. Met him on the set of *Freedom* at Adelaide Engine Service (before the car accident). Very nice guy!

Aaron Paul Schubert – RIP Jon Blake. Genuine Cobra too. The blow-up doll was funny as.

Stephen Woods – I can't believe they wrecked a Datsun 240Z and a Valiant Charger! Both worth fortunes now!

Pumkin Kat – Dayam! I've never even heard of that movie. Some pretty iconic cars, even the

European stuff. Briefly had a 7 Series like the one shown; my mates called it the diplomat's car! But they wrecked some cars too; the Z-car and the Charger – okay in the 80s, but now?

Kit Bearo – Cool as, looks better than *Running On Empty*.

Neil Bramble – Going to have to check this one out.

Dustin Blake – Awesome that people still like these movies!

Shane Wazurka – What a legendary movie, my fave of all time.

Benno Bishop – Super-cool, haven't seen it in years!

Dale Hannemann – Great old movie, want to watch it! Is it on DVD?

Johnny Fong – "Ay ya poofers, get a Hooolden!"

Martin Young Tash N Mitch Young – The last 10 seconds is just hilarious!

Rich Brasted – Great Aussie acting. Blakey the legend.

Pete Martine – Aussie drama at its best.

Greg James – What movie is it?

Gavin David Drogemuller – *Running From The Guns*. Good luck finding it though – it has never been digitised beyond what you see in this clip.

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BRENT MURRAY TRANSFORMS A LOCAL UGLY-DUCKLING VAL INTO
A STUNNING SUMMERNATS TOP 20-PLACING DODGE DART REPLICA

SMOKING DART

STORY SIMON MAJOR • PHOTOS CHRIS THOROGOOD





I WANTED THE CAR TO HAVE A SOLID AMERICAN INFLUENCE SO I DECIDED TO GO DOWN THE DART PATH AND MAKE IT LOOK THE REAL DEAL

INTERIOR

It's a mix of business and pleasure inside Brent's coupe. Black leather trim highlighted with red stitching is used front and rear for looks and comfort, while Brent and mate Kevin Dark teamed up to make the eight-point 'cage. A custom dash fascia houses a brace of Auto Meter gauges, and a B&M Pro Bandit shifter replaces the factory column shift

BOOT

The neatest of wheel tubs and a fabricated alloy tank fills much of the boot space, with most of the metal fabrication Brent's own handiwork. "I love the engineering side of building cars and working with metal," he explains. "To be awarded an Elite Engineered Super Street trophy at Summernats was just the icing on the cake for me; that was one of my main aims from the start of this build and I'm very humbled"





IS THERE anything an Aussie Valiant hardtop can't do? Whether it be a cool cruiser, tough streeter, circuit racer, gasser or convertible, the ever-versatile VF and VG coupes are the masters of morphing from one style to the next.

Boasting genuine Yankee heritage and sold locally in decent numbers, there are still a few up for grabs and their prices have remained fairly subdued when compared to their Aussie two-door brethren.

"I was never a hardtop fan," says 44-year-old panel beater Brent Murray, builder of the Top 20 Elite-placing Dart replica you see here. "We'd be cutting laps as young blokes and always see this same white VF coupe getting around and joke that it was ugly! I was into Monaros at the time and had a tidy HT; Holdens were more my thing."

Fast-forward to 2000, and Brent was called on by his mate Matty to sort the body and paint on a VG hardtop project.

"Matt's purple coupe converted me," he says. "I spent that much time on it, I had no choice but to fall in love with the shape."

Brent had drifted away from his own project cars, but in 2009 he felt it was time to get back in the game. He put the feelers out for a hardtop. "The very next day another mate, Raymond, rang to say he'd found one, and you wouldn't believe it, it was that same bloody white VF I'd bagged out years earlier!" he laughs.

That's right, irony bit Brent on the butt, and after coughing up \$1000 he was the proud owner of his 'ugly' VF.

"It was a wreck. The body was like Swiss cheese but the original Slant had been swapped out for a V8, so it had a few things going for it."

The stripped shell was the first port of call for panel man Brent's talents to shine.

"I wanted the car to have a solid US flavour so I decided to go down the Dart path and make it look the real deal," he says. "I also find the VF and VG front guards a little too long for my liking; the earlier Dart and VE Valiant sheet metal is shorter and visually pulls the overall proportions back into line."

The Aussie hardtop and US Dart bodyshells are damn-near identical from the firewall back, but converting the front clip isn't a bolt-on deal. Brent bought a cheap VE Valiant sedan as a donor and sliced off the inner guards, radiator support panel and outer sheet metal, and transferred the lot onto the VF.

"It was a straightforward job but required a few small bracketry changes to mount the '68 Dart grille and headlight surrounds," he explains. "I then got onto reworking the engine bay sheet metal and continued rearwards, raising the transmission tunnel and tubbing the rear."

Brent sorted the remaining exterior panels by fabricating his own repair sections for the plenum, sills and rear quarters, with the doors and windscreen metal also repaired to better than new.

While he was at it he fitted flush-mounted Charger door handles, modifying all of the linkages and lock rods to suit. They caused a lot of extra work but Brent says it was worth it. "They help to 'flatten' the sides, whereas the old handles stick out and break up the clean lines of such long, flat panels."

When perfectionist Brent was satisfied that the coupe was up to spec, he entrusted workmate Trevor Sherwell to lay down the silver base coats before spiking the Spies Hecker clear topcoats



OH, THAT STANCE!

Darts measure up at nearly five metres long, and those flat-expanse quarter panels account for nearly half the overall length. "It was a real challenge to get those quarters dead straight," Brent says. "I must have sanded back and restarted on each side at least five times to get them perfect; it was like Groundhog Day." The rear stripe adds to the car's US flavour, while the Dart bumpers and trim were diligently sourced back before reprints were available

with SEM-brand Candy Apple Red. The finish and depth of colour on all surfaces is nothing short of superb, while the black boot stripe, along with genuine Dart bumpers and stainless trim, contrasts perfectly.

"It was meant to be a sedate family cruiser but things just grew bigger and better," Brent says. "I always wanted a big-block under the bonnet and found this blown 440 online. I just Googled 'blown big-block Chrysler', and the next minute – well, you know the deal!"

Brent lucked onto a supercharged 440 that had been freshly built by CNC Motorsports in South Dakota; a dyno-proven 910hp motor seemed more than adequate for his needs.

"The original customer was wiped out by the Global Financial Crisis and CNC were looking to recoup their costs. I made some calls, finalised his bill, then had a blown big-block heading Down Under. I got it for a great price and the Aussie dollar was strong, so it was a win-win for me."

The cast 440 block was filled with a Scat forged crank and H-beam rods, while JE blower pistons keep the compression at a supercharger-friendly ratio.

The valvetrain comprises a Comp solid-roller cam and lifter set, with Edelbrock RPM alloy heads heavily ported to match the impending forced induction. An 8/71 Dyer's supercharger

mounts to these via a Blower Shop intake and is topped with twin Holley 750 Double Pumper carbs. Custom pipes feature 2.25-inch primaries feeding to four-inch collectors, before a twin three-inch stainless system and rear-mounted Magnaflow mufflers whisk the exhaust gases out of harm's way.

A full MSD ignition system was chosen to keep the fire lit in the 440's belly; an aluminium Be Cool radiator has an opposing effect for the big-block's running temp.

The original Torqueflite transmission made way for an ATI SuperCase Pro Glide, which is fronted by an ATI nine-inch Tree Master converter and has its two forward speeds selected via a B&M Pro Bandit shifter. Rounding out the driveline is a 3.50-inch Strange chrome-moly tailshaft that spins back to a nine-inch diff running 4.11 gears and Moser axles along with a Detroit Locker centre.

The standard Chrysler torsion bar front end has been retained, albeit improved for Brent's requirements with one-inch torsion bars and QA1 adjustable shocks. The original leaf spring rear was turfed in favour of a triangulated four-link rear and adjustable QA1 coil-overs, engineered by Brent and chosen to make better use of his impressive tub work and boot floor redesign.

A VB Commodore rack-and-pinion set-up works in conjunction with a modified Valiant steering column, with the VB and Valiant



BODY

"I used to think these hardtops were ugly," Brent laughs. "But after building one for a friend in 2000 I was converted for life. I figured while I was tackling the metalwork I'd add the earlier, shorter VE Valiant front clip and '68 Dodge Dart body jewellery.

The Australian VF and VG fronts are too long in my opinion and upset the proportions of these cars." The Candy Apple Red paint and bodywork is flawless and has raised the bar for current-day Mopar builds



A MATE RANG TO SAY HE'D FOUND ME A CAR, AND YOU WOULDN'T BELIEVE IT, IT WAS THE SAME BLOODY WHITE VF I'D BAGGED OUT ALL THOSE YEARS EARLIER!

UNDERCARRIAGE

A triangulated four-link replaces the factory leaf springs, and mounts a nine-inch diff packing Moser axles, 4.11 gears and a Detroit Locker centre. Chassis connectors help stiffen the shell, with every surface thoroughly smoothed then lavished in matching paint. A combination of Chrysler and Ford ventilated discs are a healthy upgrade on the original solid disc and drum combo

ENGINE

Sourced from the US, the 910-horse 440 big-block Chrysler sports an 8/71 Dyer's blower and twin 750 carbs. "I couldn't pass it up," Brent says. "The completed engine was listed as a fire sale amid the GFC and only cost me the owing balance. The original customer's loss was my massive gain!" The candy engine bay is highlighted by plenty of polished alloy, braided hose and, of course, the carbs and a bug catcher. It oozes some sorely missed 80s trends, albeit finished to a far higher standard than back in the day



IT WAS MEANT TO BE A SEDATE FAMILY CRUISER, BUT AS THE PROJECT EVOLVED THINGS JUST GREW BIGGER AND BETTER

pairing again selected for the front brake calipers and ventilated disc rotors respectively. Ford discs and calipers were chosen for the rear, with the complete system activated from a Get Boosted inline master cylinder and booster.

The interior combines race and show, and centres around aftermarket front buckets and the factory rear seat, which, along with the dash and door cards, were trimmed in black leather by Harry at Anderson Motor Trimmers. An eight-point rollcage was fabricated by Brent and mate Kevin Dark, which also provides anchorage for the RPM harnesses. A SAAS sports wheel fronts a custom dash fascia that houses a plethora of Auto Meter Carbon Fiber-series gauges.

EVL68 wasn't quite finished in time to debut at Summernats 28, but made up for lost time at 'Nats 29, scoring an Elite Engineered Super Street gong and a spot in the Elite Top 20.

"I'm over the moon," says Brent of the car's haul. "My wife Tiffany and son Cale love the car and are proud of my work. They're both Mopar fans and I was conscious to add a couple of their ideas to the build to make it a true family affair. We've already started to gather ideas for our next project: an AP6 sedan for Cale." ■



THANKS

My wife Tiffany and son Cale; Trevor Sherwell; Kevin Dark; Damien McCurdy; Darren Lane; Trevor and Karen Bullock at Ace Crash Repairs; Aaron Palmer; Portland Exhaust; Harry Anderson at Anderson Motor Trimmers; Raymond Barry; Scott Barry; Paul Ryan



BRENT MURRAY
1968 DODGE DART CLONE
Colour: Candy Apple Red

DONK

Make: CNC Motorsports Chrysler 440ci
Block: Cast-iron
Crank: Scat 4340 forged
Rods: Scat H-beam
Pistons: JE Blower
Camshaft: Comp solid-roller
Lifters: Comp roller
Heads: Edelbrock RPM alloy, ported
Intake: BDS blower manifold, 8/71 Dyer's supercharger
Carbs: Twin Holley 750 DP
Ignition: Full MSD
Exhaust: Custom 2.25in primaries, 4in collectors, twin 3in stainless system

SHIFT

Gearbox: ATI SuperCase Pro Glide
Converter: ATI Tree Master 9in
Diff: 9in Detroit Locker, 4.11 gears, Moser axles

BENEATH

Front: Chrysler one-inch torsion bar
Rear: Triangulated four-link
Shocks: QA1 adjustable (f & r)
Brakes: Chrysler ventilated discs, VB Commodore calipers (f), Ford ventilated discs & calipers (r)

ROLLING STOCK

Rims: Intro Indy;
15x6 (f), 15x10 (r)
Tyres: M/T Sportsman;
26/7 (f), 28/12.5 (r)



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DELIVERANCE

STORY SIMON MAJOR PHOTOS CHRIS THOROGOOD

**YOUNG GUN AND ACE METAL MAN BRAD PIZZI TRANSFORMS AN
EBAY NIGHTMARE INTO A HIGHWAY DREAM MACHINE**





WE ARE in safe hands. It's a golden era for street machining in Australia and there's a vast amount of young talent securing our sport for future decades.

Case in point: 26-year-old Brad Pizzi and his Summernats Top 60 and Top Van-winning EH pano. What you see on these pages is a car built near-wholly in the home garage and stands as a testament to what can be achieved when dedication and vision come into play.

"This project was a huge family affair," Brad explains. "I restored my grandfather's EH ute at 15 and now the whole family is EH mad! My mum, dad, sister and brother-in-law all have drivers and projects on the go so we pitch in and help each other out."

And don't for a second think Brad was kept busy making cups of tea and wire-brushing bolts while everyone else toiled away – he is an ace fabricator and welder, and the hours of metalwork invested in just repairing this van borders on OCD.

The EH was bought sight unseen off eBay – yep, you know where this is going. It looked tidy in the photos, but just like internet dating, sometimes the pics don't match the reality. The bog was up to an inch thick in spots, and it's easier to list which panels didn't need replacing: the right rear quarter and bonnet, although they still required rust repairs. Yes, even the plenum was swapped out and the complete turret peeled open like a can of sardines and replaced with a donor item.

So why did Brad persevere? "Well, an EH is twice my age and the pickings are slim for decent projects, especially windowless vans," he says. "I'd already invested enough money into this, so I pieced it back together using metal from other cars that were otherwise stuffed." That's a fair call, and very telling of Brad's dedication – and dedicated you need to be when you're talking about replacing van quarter panels and the aforementioned roof tin.

EH vans have great style even in factory form, so Brad felt there was little required to improve on its general visuals. "The spare wheel door was blended to the rear pan and the B- and C-pillars were filled and smoothed on their inner surfaces to improve on the 'commercial' element of their design."

With all repairs and modifications sorted, Brad whipped out the spray gun and lavished the EH in Martini Metallic from the '03 Calais/Statesman charts. "I wanted something different from the factory EH colours but still needed a look that was era-correct and wouldn't date. I'm not a fan of black undercarriages and hate stone guard with a passion, so I went to town finishing all of the underbody and area below the cargo floor in matching two-pack."

With the bulk of the hours done, Brad and company turned their attention to the powerplant and driveline. "We decided on a V8 conversion early on, so we replaced the factory transmission tunnel with the larger version from an automatic car, and modified an HQ sump for clearance."

IT LOOKED TIDY IN THE PHOTOS, BUT JUST LIKE INTERNET DATING, SOMETIMES THE PICS DON'T MATCH THE REALITY





ENGINE: An L34-spec 308 Holden donk and Turbo 350 replace the original six and column manual, and reside in a neatly appointed engine bay. A trio of Demon two-barrel carbs were added for something different and mount to a Redline intake via a log-type adaptor. The carbs were sourced from fellow Wongarbon residents and well-known street machiners Hud and Rod Johnston



UNDERCARRIAGE: The chassis rails were seam-welded and smoothed before the complete undercarriage was sprayed in body colour. "I hate stone guard and black floorpans," Brad laughs. "Sure it has a few stone chips, but it's so much easier to clean a smooth, painted floorpan than scrub into the grain of that other stuff." A Rod-Tech stainless-appointed front end adds to the tidy finish of the EH and offers modern improvements such as coil-over shocks along with rack-and-pinion steering

INTERIOR: The front seat frame was made by Brad, comprising an EH base and XF Falcon backrests and centre armrest. The seat upholstery was one of the only jobs to be outsourced for the entire project, with Brad and the Pizzi family happily tackling all remaining interior work including the custom dash fascia, cable-operated column shift assembly and complete cargo area trim. An original Diamond Dot radio is a nice touch (below left); RHS lengths were roll-formed by Brad to match the roof curvature and form the mounting points for the headlining. Matching fawn vinyl floor panels complement the front interior and balance nicely with the beautifully finished cargo metalwork. The inner B- and C-pillars were filled and smoothed to further improve on the factory design (below right)





I WAS KEEN TO TRY SOMETHING DIFFERENT IN THE ENGINE BAY TO ADD A 'HOT

IN THE BUILD



THE EH was in pretty shoddy condition when Brad got it. "It was terrible," he says. "The shell needed a massive amount of rust repairs and was pretty much stuffed." Complete turret and rear quarter replacement isn't for the faint-hearted; throw in having to replace the plenum and fabricate lower A-pillars and it's easy to see why it took nearly three years of spare weekends to finish! Pretty good going, we reckon. The replacement roof section wasn't complete, meaning that Brad had to repair the front section of the original and weld the two sections together from B-pillar to B-pillar across the roof to create a full new skin.

The minor body changes are subtle, but with arrow-straight metalwork swathed in the striking Martini hue, they add volumes to the van's overall visuals. Center Line Vintage wheels are a modern take on a period rim and tie in nicely with the trio of hot rod-inspired air cleaners poking gently through the bonnet. The front bumper has been converted to one piece and shaved of all mounting bolts for a cleaner appearance



ROD' FEEL. YOU CAN MIX OLD AND NEW STYLING CUES IF YOU KEEP IT SUBTLE



The original manual floor (left) had rust and bad repairs, so Brad unpicked a good auto floor (complete with larger tunnel) out of another car and welded it back in the van

Brad came up with this own 'bucket-bench' seat, melding an EH base with XF Falcon backrests and centre armrest. Tres neat!



The red 308 was built to L34 specs by Brad as a sensible compromise between performance and reliability. A Lunati hydraulic cam is the only deviation from the L34 path, its specs better suited to the other glaring anomaly – a trio of Demon two-barrel carbs. "I was keen to try something different in the engine bay to add a 'hot rod' feel to the build," Brad says. "It shows that you can mix old and new styling cues if you keep it subtle and stay true to your overall vision for a project."

A Turbo 350 makes excellent use of the newfound tunnel space and was treated to a shift kit and 2500 stall converter, with shifting duties sorted via a cable-operated column shift. Brad-built headers balance out the visual appeal of the carb trifecta, and connect to a twin 2.5-inch exhaust.

PWR custom-fabbed an alloy radiator to Brad's specifications, while an ICE ignition system helps breathe life into the old-school Holden donk.

Underneath, a Rod-Tech stainless adjustable independent front end was chosen for added bling and provides modern benefits by way of coil-over shocks and rack-and-pinion steering. Down the back is a nine-inch housing filled with 3.0 gears, 31-spline axles and a Truetrac centre, resting on re-set leaf springs. Braking is much healthier thanks to a mix of Commodore discs up front and HQ rear drums, working on seven- and eight-inch-wide Center Line Vintage billet rims kept at 15-inch diameters as a nod to the more traditional era, shod with BFG tyres all 'round.



Bought sight-unseen from eBay, the EH van looked pretty good – from about 50 feet – with the white duco concealing a multitude of sins. The hard work to repair the car has paid off, with plenty of kudos from his peers at the EH All State Run on the Gold Coast last year, as well as good results against the big boys at Meguiar's MotorEx and at *Street Machine* Summernats 29

The interior was by no means an afterthought and is as perfectly executed as the rest of the build. A custom bucket-bench seat was fabbed by Brad using an EH base with XF Falcon backrests and centre armrest, before being trimmed in fawn vinyl by Blackneedle Automotive Upholstery in Penrith. A fabricated dash fascia houses vintage-style Auto Meter gauges, which sit comfortably with a Billet Specialties twirler in another successful melding of old and new design influences.

Pop the tailgate and there's nary a thread of crushed velvet to be found – Brad's van sticks to a more commercial theme using painted side metal matched to a full headlining and vinyl-clad floor inserts. "When you can see both sides of the same metal panel there is nowhere to hide; the quarters had to be perfect inside and out, while the extra fawn trim adds contrast and useability to the space."

The EH was engineered and registered in the nick of time for the EJ-EH All State Run held at

Surfers Paradise last year, covering the 2500km round trip from Brad's hometown of Wongarbron, NSW, without a hitch and copping plenty of stick in the driving events.

"I drive it heaps," Brad confirms. "Summernats Top 60 was always a dream of mine, so now we've got that sorted it'll be clocking up even more miles. I love cars that still look the same 25 years later, so nothing will change or be redone that isn't general maintenance. I still have the EH ute and am building a sedan as well, so will use that as a test bed for new ideas. People are horrified when they see how much work went into repairing this shell, but I genuinely love the challenge."

So much so that Brad recently started his own business, Stripped Back Customs, and already has a number of customer projects on the go. "There's another EH in the works, plus an HK Monaro, XR Falcon and even a 40-series 'Cruiser, so I'm happy to tackle anything. Just so long as it doesn't involve stone guard!" ■

BRAD PIZZI 1964 HOLDEN EH PANEL VAN Colour: Martini Metallic

DONK

Make: Holden 308ci
Block: Factory cast
Crank: Stock
Rods: Stock
Camshaft: Lunati hydraulic
Intake: Redline single-plane with custom adaptor
Carbs: Triple Demon 205cfm
Ignition: ICE
Exhaust: Custom 4-into-1 headers, twin 2.5in system

SHIFT

Gearbox: Turbo 350
Converter: 2500 stall
Diff: Nine-inch, 31-spline axles, Truetrac centre, 3.0 gears

BENEATH

Front: Rod-Tech stainless independent front end
Rear: Custom leaf spring
Shocks: Rod-Tech coil-overs (f), Koni (r)
Brakes: VS Commodore discs and calipers (f), HQ drums (r)
Steering: Rod-Tech rack-and-pinion

ROLLING STOCK

Rims: Center Line Vintage billet; 15x7 (f), 15x8 (r)
Tyres: BFG; 205/60 (f), 225/60 (r)

THANKS

Mum and Dad, my partner Tashi, sister Nicole and family; Blackneedle Automotive Upholstery; Bill Wheatley Motors for the use of their workshop and hoist for the photos



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RELAXED MADNESS

STORY AIDEN TAYLOR PHOTOS NATHAN JACOBS



**KIWI CAR NUTS CONVERGE ON THE SMALL SOUTH ISLAND
TOWN OF RANGIORA FOR MUSCLE CAR MADNESS**

CHANCES are you've never heard of Muscle Car Madness; I certainly hadn't. But to Kiwis on New Zealand's South Island this is the Holy Grail, the Summernats of the south, the biggest and best car event on the calendar. From 22-24 January thousands of people flock to the small town of Rangiora, about 30 minutes from Christchurch, to admire, cruise and skid cars. We had to see what all the fuss was about, so Editor Telfo stuck myself and photographer Jacobs on a bomber.

Us foreigners had very little idea of what we were in for; all we had was the town name. The sat-nav took us to Rangiora on the Saturday morning but it couldn't figure out exactly where the showgrounds were. After circling the town for a while we managed to latch onto the rear bumpers of a few tough-looking cars that led us to Muscle Car Madness.

The place was already buzzing. Like Summernats, loads of people camp on-site, so Saturday is the big party day, while Sunday is the hungover pack-up day for most. If we were to do it again we'd go Friday and Saturday, as there's a big cruise through the town and the gorgeous NZ countryside on Friday that we missed out on this time 'round.

But there was still plenty to see and do at the main show. There were hundreds of cool cars lounging out on the grass, and Jim O'Shea (who comes every year) had a bunch of Old West-style stalls set up where the blokes could get a chop from the barber and the ladies could get rockabilly hair and make-up.

What struck snapper Jacobs and I was how different the car

culture seems to be in NZ compared to what we're used to back home. At Summernats, for example, it seems like every second vehicle is a blown Australian muscle car. But here in this foreign land, there are fewer monsters and more cruisers, with American rides outnumbering the Aussie-built entrants by quite a number. There is also a much bigger contingent of traditional-style hot rods, customs and racecars than you'll see at Summernats. And if you've ever wondered why you don't see jellybean-style mags anymore, that is probably because they've all been exported to NZ!

We're told the import laws are way more relaxed in New Zealand; provided the car passes a basic damage report, it can be registered, no ifs or buts. Even brand new left-hook Corvettes and Camaros are completely legal. We got talking to young guy Louie O'Donnell, who recently imported a sweet '49 Mercury from the States. "Even though the whole body has that rusted patina look to it, they only flagged the car for a small amount of rust damage in the sills," he explained. "Once I got that fixed, I registered the car!"

Louie's mate Jamie Burrows has a '64 Impala sedan with a tunnel-rammed 350 Chev towering out of the bonnet, which he reckons can be driven on the street without attracting the heat. Next they'll try and tell us the eight-wheel HZ Holden spa car they had roaming around the event is all good to hit the street.

Around 1pm the burnout comp kicked off, so we headed to the pad. By this time the temperature was way hotter than we ever thought possible in New Zealand, but despite the heatwave the crowd was massive.

The first car to hit the pad was Lindsay Smith's 454-cube big-



Hogan Jeffs's Fiat ratter was a real head-turner! With some pretty shonky bodywork, massive camber on all four wheels and a 250cc Honda motorbike engine sitting in the cabin, it received the thumbs-up everywhere it went



John Popenhagen has owned this '31 five-window coupe for five years and has been coming to Muscle Car Madness for just as long. She's powered by a 1953 Chrysler 331-cube Hemi V8



IN THIS FOREIGN LAND THERE ARE FEWER MONSTERS AND MORE CRUISERS, WITH AMERICAN RIDES OUTNUMBERING THE AUSSIE-BUILT ENTRANTS BY QUITE A NUMBER



Ben Johnson's Munster Coach took out the Muscle Car Madness People's Choice Award



HARD CHARGER

CHRIS Blackmore's '68 Dodge Charger was finished just in time for Muscle Car Madness after a massive four-year build. Chris started with a rolling shell and has slowly turned this Charger into a stunning street car. Under the bonnet is a 472-cube big-block Hemi, which is hooked up to a Hemi-spec Torqueflite gearbox and Dana rear end.

The car has had extensive body modifications to make all the panels fit nicely, plus a heap of structural work to bring it up to modern standards. The suspension is standard but rebuilt with new parts, while inside Chris has made a stunning custom CNC-machined billet dashboard and had new seats fitted.



VAST GALAXIE

PAUL Williams's '62 Ford Galaxie 500 XL is something seriously special. Under the bonnet is a genuine Holman-Moody Le Mans-spec 427-cube race engine originally built for the Ford GT40 racecars that dominated Le Mans in the 60s. "It has won a few awards over the years but I always built it to drive; we take it to plenty of events around NZ," Paul said. "Next on the bucket list is Summernats, but I'm building something Australian to bring to that!"



GREEN MACHINE

KIM Mitchell's '68 Camaro landed in New Zealand from the USA in 2006 as a red six-cylinder car. "To be honest, I was pretty disappointed with what I ended up with, so I stripped it down and did a full rebuild," Kim explained. The six-pot went in the bin, replaced by a 500hp Chevrolet 383-cuber. Kim's son Matthew, a spray painter by trade, covered the car from top to bottom in Holden Atomic Mica green, and it's detailed beautifully underneath.



MOBILE PICNIC



A GOOD car show wouldn't be complete without some weird motorised furniture, and one of the best examples of that was Tim Youngman's buggy. "I had the Work Equip wheels lying around after taking them off my Corolla, and I had the table sitting in the shed, so I thought I'd try make something out of them," Tim said. "I just worked on it after work and on weekends with some mates for about three months. It turned out pretty good!"



21-year-old Jessica McCormick brought her HQ Holden to Muscle Car Madness this year. It was a rolling shell when she got it seven years ago, and since then she has taken the body back to bare metal and sprayed it bright red, and the Holden 202 six has been given a tickle-up as well. Jessica loves taking the HQ to car events around New Zealand, like Muscle Car Madness and Kiwinats, with her family



EVERY TIME A RADIATOR SPEWED ITS GUTS OR A CAR HIT THE WALL OR DID AN AWESOME SKID, THE FEW-HUNDRED-STRONG CAR NUTS SURROUNDING THE PAD ERUPTED



Greg Lewis's Junior Jimmy altered was built in the early 60s by the boys from *New Zealand Hot Rod* magazine. Greg has had the car for 10 years and did a full rebuild about a year ago, and enjoys getting stuck into the dirt drags



The rockabilly fashion contest is a big part of Muscle Car Madness. This year Amie Orpwood (left) came first and Abby Rump (right) second



block LX Torana hatch, which mainly sees drag strip use. "I'm yet to run the nitrous because I still need to get my licence for it, but I'm running 11s aspirated and it should go 10s with the nitrous switched on," said Lindsay. The Torana did one of the best skids of the day, sending smoke everywhere. After that there was an onslaught of later-model Commodores and Falcons, with a sprinkling of old-school toughies in between.

A couple of mates from Christchurch were burning rubber in a pair of Nissan ratters. One was a Laurel sedan with a 440-cube Mopar and the other was Callum McKay's R31 Skyline with a twin-turbo 305-cube Chev motor. Unfortunately the Skyline was having boost issues, as it was only finished the Wednesday before the event and needed to be tuned properly. But the Mopar-powered weapon went mental, and the crowd loved it.

It was also cool to see some turbo Japanese stuff on the pad that would be a rare sight back in Australia, especially the big-boost RB-powered Nissans, which sounded insane popping off the limiter.

Even though Muscle Car Madness lacked the big-dollar skid rigs we're used to, the crowd and competitors made up for it with their enthusiasm. Every time a radiator spewed its guts or a car hit the wall or just did an awesome skid, the few-hundred-strong car

nuts surrounding the pad erupted. It was a great grassroots-style atmosphere, with plenty of young guys keen for a shot. One girl even rocked up in an old Toyota van and promised us "the best burnout we've ever seen" – we admired her keenness. On more than one occasion we were asked "how do they make the burnout cars catch fire back in Australia", so it is probably time we shipped a few of the front-runners across the pond to show our cousins how it is done.

As the sun set things got progressively rowdier, but compared to Summernats this was a walk in the park. Despite the premise of 'madness', everything was pretty relaxed and family-friendly. We jumped in the back of Shaun Martin's HQ ute, which did a strong burnout earlier in the day, and did some cruising with the rest of the cool cars, whacko motorised Eskys (or chilly-bins, as they're called over there) and crazy mini bikes.

New Zealand is similar in so many ways to Australia. Their flag is almost identical to ours, they drive the same commuter cars and they've got Woolies supermarkets (though weirdly renamed 'Countdown', and the self-serve robot speaks with a Kiwi accent), yet what we found at Muscle Car Madness was totally unique. No drongos, no politics, no dramas; just a bunch of genuine enthusiasts enjoying a weekend away. Simple as that. ■

This is 23-year-old Dylan Orpwood's '33 Willys coupe gasser. Dylan is an apprentice mechanic and built the whole thing with his hands. "I started working on cars when I was 14 with my brothers and the old man," he said. "I built a gasser because it was the 60s hot rod style that appealed to me the most. In my opinion these were the original hot rods, so that's what I went with!"





STORY SCOTT TAYLOR

PHOTO SHAWN McCANN

KIDS SKATE AROUND ON GREEN MACHINE TRICYCLES, BUT CHRIS WRIGHT WANTS TO GET SKATEY WITH THIS 2500HP FALCON UTE



THE GREEN MACHINE



WE'VE all been stiffed on a deal over the years – it's an unfortunate side effect of buying used cars and parts. That freshly rebuilt engine turns out to be full of second-hand parts, or that killer transmission needs all the clutches replaced, or that fresh bare-metal respray hides a cancerous body full of bog and chicken wire. We've seen them all, but Chris Wright got taken for a good old ride when he traded his mint VQ Caprice over a decade ago for an XW project car that looked full of promise.

"I was 18 or 19 at the time," Chris says, "and I bought it as an unfinished project. The ute was supposed to have a tough 393ci stroker but it shit itself the first time I drove it and we found out it was just a mild 302."

Unperturbed, Chris decided to just keep moving on, and with a WB Statesman for a daily driver he set about building the motor the ute was supposed to have in the first place – albeit with a couple of added cubes. "It wasn't a bad thing," he says of the ute. "It was Blueprint blue and looked all right, so we built up a nice 408 for it."

That satisfied him for a while, but grander plans were afoot. It's one of those funny quirks about car guys: Sometimes we don't know when to leave well enough alone. "I decided to paint it orange and build a serious nitrous combo for it," Chris says. "It was a killer combination and it ran 10.50 naturally aspirated with a tight nitrous converter in it. Then we hit it with a 300-shot of nitrous and melted a piston on the first run. It still rolled across the line with a 9.90 or something after getting off it at half-track."

Naturally Chris was a little bummed out, so he stripped out the engine and pulled off a few panels before losing interest and sticking it in a shipping container at his brother's place.

"I started thinking about selling it, but then somebody put me onto Frank [Marchese] at Dandy Engines," he says. "We started talking about doing something with the old Clevo, but we worked out that it probably wasn't strong enough for what I wanted. So we started pricing up a killer twin-turbo combo. Then Frank calls up one day and says the boys from Proline in the US have an engine sitting there all ready to go that their customer doesn't need. It had all the good gear; in fact, it's pretty close to what Frank and Steve Bezzina have in their cars."

Of course, the engine was just the start. A combo like this needs some serious support gear and a chassis to handle it. Chris tapped his good mate Lucas Ellingham at Stroke Me Racing Fabrication in Ballarat for the serious metalwork. The 'cage, bracing, four-link rear, tubs and custom firewall are all his handiwork. Lucas also made the turbo pipework and intercooler piping, along with the fixed sheet metal in the tray, and he welded shut the tailgate. Chris's brother Mick made the side panels in the tray, using wooden templates to get the right shapes before cutting them up on the CNC.

Glen Virgo went to town on the body, smoothing out all the panels and getting it ready for Matt Brame from Brame's Paint & Panel to lay down some Wanda Poison Ivy.

Chris reckons the paint colour wasn't really his choice. "I was going to go with orange again," he says, "but I really couldn't

**THE UTE WAS SUPPOSED TO HAVE A TOUGH 393CI STROKER,
BUT IT SHIT ITSELF THE FIRST TIME I DROVE IT AND
WE FOUND OUT IT WAS JUST A MILD 302**



ABOVE: It looks like a ute, but this old Falcon's hay-hauling days are well and truly over. The tailgate has been welded shut and the rear bumper deleted, while the twin 'chutes hint at its zoomph capability

RIGHT: Under the back end there's a heavily braced sheet-metal nine-inch and four-link set-up to help this radial-tyred rocket get down the quarter. The ultimate aim is high-sixes at over 200mph. In a Falcon ute!

BELOW: CO₂ for the air shift, a decent battery, the water-to-air intercooler and reservoir for the twin-turbo monster up front, and a small tank filled with Roo16 – that's all that rides in the tray these days. All the fabrication work was done by Lucas at Stroke Me Racing Fabrication in Ballarat. During initial testing the ute has gone 5.30 to half-track at 20psi, but it's been built to handle 50psi





CHRIS WRIGHT
1970 FORD FALCON UTE
 Colour: Wanda Poison Ivy

GRUNT

Engine: 441ci Windsor
Block: Dart
Intake: Edelbrock
Throttlebody: 90mm
Turbos: Twin 88mm Precision Pro Mod
Heads: Edelbrock Victor Glidden
Pistons: Diamond
Crank: Bryant
Rods: BME500
Cam: Proline, custom
ECU: Big Stuff 3

Ignition: MSD

Exhaust: Custom turbo headers and dumps

SHIFT

Transmission: Powerglide, Reid case, Coan internals
Converter: PTC
Diff: Sheet-metal 9in, Strange centre

BENEATH

Brakes: Wilwood (f & r)
Springs: King HD (f), Santhuff (r)
Shocks: Pedders (f), Santhuff (r)
Suspension: Std (f), four-link (r)
Steering: Rack-and-pinion

ROLLING

Rims: Weld V-series; 3.5in (f), 14in (r)
Rubber: Moroso D2 (f), M/T ET Street 315/65/15 (r)

INTERIOR

Steering wheel: Race
Seats: Kirkey, powdercoated
Gauges: Racepak
Shifter: Precision CO₂

THANKS

My wife Nicole, dad Murray and brother Mick; Frank; Lucas (fab work); Glen (panels); Matt (paint); Luke Quick (wiring); all the boys for their help at the track





ABOVE: Chris couldn't decide on the colour, so his painter decided for him. At first he wasn't sure about the choice, but now he loves it

TOP LEFT: With 441 cubes and a pair of 88mm Pro Mod turbos, this boosted small-block punches out some serious power – in the vicinity of 2500hp!

LEFT & MIDDLE LEFT: Forget comfort, this thing is built for speed. A pair of powdercoated Kirkey buckets keep the weight to a minimum. The charge air pipes run to and from the water-to-air intercooler in the tray

decide, so I let the guys decide while I was away for work. When I got the first photos I was a bit unsure about it, but I love it now."

With the body and paint sorted it was time to turn the attention to the driveline again. The 441ci Windsor has all the good gear, with a Bryant crank, BME rods and Diamond pistons, but it's those huge 88mm Precision Pro Mod turbos that do all the heavy lifting. There's a Big Stuff 3 to control the MSD spark and gallons of Roo16 fuel flowing through the system, but they've only just started to tap into the ute's capabilities.

"It's a very similar combo to what's in Steve's and our car," Frank Marchese says. "But it's a fair bit lighter and it's got the four-link, so the potential is there. It should go 6.90 at over 200mph."

The ute has already seen a little track time, but is yet to rip into a full-power pass. They've run 5.30 to half-track with only 20psi boost on board, and managed to take home the runner-up trophy in the Outlaw Extreme class at Calder Park's Jamboree with Lucas behind the wheel, without even making a full pass.

Unfortunately, Chris hasn't been able to drive the

ute, except for some early testing at Heathcote Park, and it looks like he might never be able to. "I suffered a stroke last year," he says. "I woke up one Sunday morning and I couldn't move or talk. I'd had a bleed on the brain during the night. With physical therapy I'm up and about now, but I've got no feeling down the right-hand side and the nerve pain is pretty bad."

So his mate Lucas is handling the driving duties and they're trying to creep up on the tune before the car goes to a new owner.

"Yeah, I'm going to sell it," Chris says. "The idea was to chase the Outlaw Radial title in the APSA Series and do a fair bit of travelling with the car. Unfortunately, I'll never be able to get an ANDRA licence again, so I'll have to move it on once it runs some kind of number."

"It's a shame, but there's no point having a car like this if I can't enjoy it."

Chris isn't ready to walk away from cars altogether though; he's got plans to restore a matching-numbers LC GTR as a family cruiser. It won't have the capabilities of the Falcon ute, but it'll be a bit of fun for the family. 🗝️

I'LL NEVER BE ABLE TO GET AN ANDRA LICENCE AGAIN, SO I'LL HAVE TO MOVE IT ON ONCE IT RUNS SOME KIND OF NUMBER

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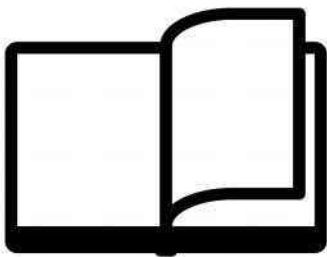
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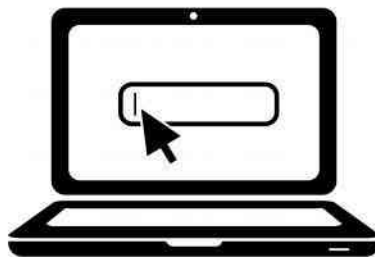
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A white classic car, likely a Ford Torana, is shown from the side, driving on a winding asphalt road. The background is a dense, green forest, heavily blurred to convey a sense of high speed. The car's rear wheel and part of its body are visible on the right side of the frame.

ESCAPE HATCH

STORY DAVE CAREY PHOTOS NATHAN DUFF

DAVID STREAT WANTED TO TURN
HIS COOL BUT CRANKY TORANA
INTO A SWEET-DRIVING GETAWAY
MACHINE, SO IT WAS TIME FOR
A MODERN OVERHAUL





INTERIOR:

Fabrication guru Adrian at Seven82 widened the console to suit the larger VY SS transmission tunnel and grafted in an HZ Kingswood rear section, including armrest. He then had the whole lot wrapped up in leather by Trim FX. It hides a custom shifter to suit the T56 and includes a pair of alloy cup-holders

BODY:

The hatch retains its stock feel thanks to the unmistakable SS blackouts, laid down by Brothers Speed Shop. They contrast nicely with the flawless white paint on the rest of the body, though the you won't find this particular shade on the Holden colour charts – it's Suzuki pearl white





WITH a shed full of GM products, Dave Streat is spoiled for choice when the weather is clement and he wants to play. But although the Queenslander loves power as much as the next guy, he also likes machines that play along. And for a long while, that wasn't the case with his LX Torana hatch.

"Every time I started the Torana, it took bloody ages to get going – coughing and carrying on," he says. He wanted to be able to get in the car and just drive, without having to go backwards in power. "And it had to be manual so I could have some fun!" he laughs.

So with the white hatch already packing an angry 350-cube Chev under the classic A9X scoop, Dave had no problems with the idea of improving things. Of his decision to meddle with a genuine SS hatch, he has this justification: "I've also got another SS hatch in green; it's a near-stock automatic."

When it came to choosing a new powerplant for the hatch, Dave soon heard the sonorous calling of the LS1, so he bought a written-off, low-mileage VY SS ute and carted it and the Torry to John Jones at Rockabilly Restorations in Toowoomba.

John had done some great work on Dave's green Torana and he expected no less for the white SS, but fate intervened.

"John had a workplace accident; it was pretty bad," Dave tells us. John is back in the saddle now, but he was offline for some time and the project sat for 18 months. "John called me and kindly suggested that another workshop would get the job done quicker."

At a loss, Dave thought another hottie might fill the void, so he called into Seven82Motors for a look at an Impala that was for sale. "I noticed their workshop and got talking to Chris Langtry; I described my situation and he was keen to help." Dave owns a tilt-tray company, so didn't break a sweat dragging both the disassembled Torana and the wrecked SS ute over to Seven82 to get the ball re-rolling.

Chris set to work by binning the factory front end and installing a CRS tubular-arm set-up with coil-overs. Rockabilly Restorations had already transferred the VY's transmission tunnel to the Torana to allow fitment of the T56, but Chris suggested that Dave take it to the next level with a mild smoothing of the engine bay and firewall to better showcase the low-mileage LS1.

"We ditched the heater box and installed Vintage Air," Chris says. "Dave said he wanted to start the thing up and drive to Summernats; the air certainly helps at that time of year!" The pulleys were replaced by a Billet Specialties Tru Trac

EVERY TIME I STARTED THE TORANA, IT TOOK BLOODY AGES TO GET GOING – COUGHING AND CARRYING ON



ENGINE BAY:

It looks pretty standard, but the engine bay copped a heap of work – Seven82 ensured the shape was clean and presentable, while Brothers Speed Shop put down a few layers of satin black. The result is a sensible and serviceable bay that looks the way it should have from new!

WHEN IT CAME TO CHOOSING A NEW POWERPLANT FOR THE





serpentine system, which tidies things up, relocates the air-con compressor up and out of the way, and looks trick to boot.

The LS didn't need a lot of attention, especially as Dave wanted a daily, not a recalcitrant drag car. "We did the cam and upgraded the valve springs; all Comp Cams stuff," Chris explains. "Plus we put the big throttlebody on it." But what of Dave's request to keep it old-school? "We put LS2 coils on it, but only so we could run the retro red Holley rocker covers!" Chris laughs.

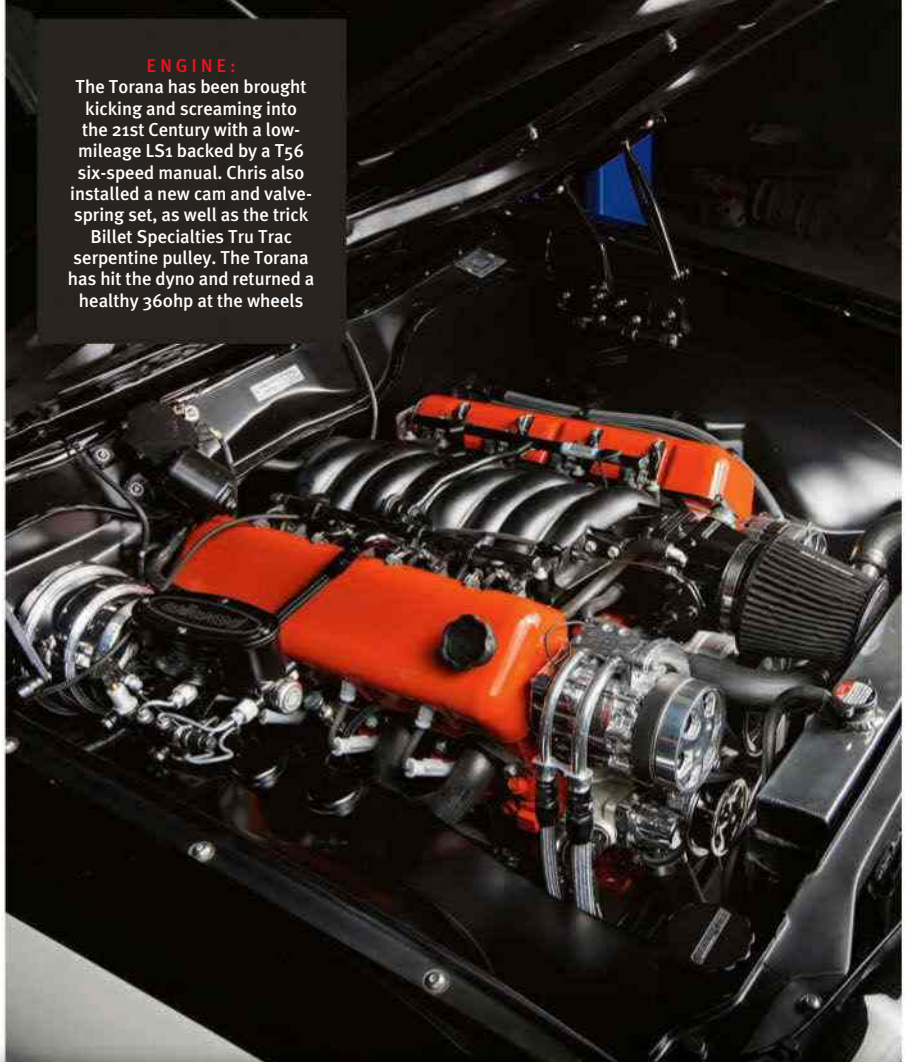
Dave did some deals to secure a big-bearing nine-inch diff for the rear end: "I swapped it for the stock diff; I think the other guy got the better deal, 'cos I still had to narrow this one!" Chris at Seven82 ensured the big diff was up to scratch, rebuilding the guts and installing disc brakes. Rear suspension was left well alone, although the factory lower control arms were boxed and the uppers modified for adjustability.

The boys at Seven82 are always up for some metal fabrication and mechanical work, but farmed the paint out to Brothers Speed Shop in Ormeau. A bare-metal job seemed like overkill on a hatch this nice – a compliment to the previous owner – so Brothers tidied up the body and laid on a Suzuki-sourced pearl white, contrasted with straight gloss SS blackouts.

Trim work was handled by Trim FX in Arundel under direction from Chris and Dave, and they agreed on an original-style look without being enslaved by tradition. Factory seats were re-bolstered and subtly re-shaped, then re-covered with

ENGINE:

The Torana has been brought kicking and screaming into the 21st Century with a low-mileage LS1 backed by a T56 six-speed manual. Chris also installed a new cam and valve-spring set, as well as the trick Billet Specialties Tru Trac serpentine pulley. The Torana has hit the dyno and returned a healthy 360hp at the wheels



HATCH, DAVE SOON HEARD THE SONOROUS CALLING OF THE LS1

WHEELS:

Dave knew he wanted to update the classic gold Simmons rims to something more modern, but delayed the purchase. In the end, Chris at Seven82 rang Dave's wife Suzzie and suggested the big 18in Simmons FRs. She gave them the thumbs-up and Dave was therefore excluded from the process! Happy wife, happy life!



DAVE WANTED A CAR HE COULD FIRE UP AND HIT THE ROAD WITH, NOT WARM UP AND SWEAR AT FOR HALF AN HOUR



leather and suede in a design that mirrors the trim on Dave's wife Suzzie's VF HSV. "Dave's main stipulation was it had to have SS in the seats," Chris explains.

With a leather interior, full console, remanufactured factory gauges and working air conditioning, the Torana is now a nice place to be, and therein lies its appeal: Dave wanted a car he could fire up and hit the road with, not warm up and swear at for half an hour. The venerable LS engine makes light work of frequent drives and does so without compromising power.

As for the cantankerous 350 that started this whole process off, has Dave given it the Gumtree treatment? "Nope, still got it. I put it in an HZ ute!" 🛠️

UNDERCARRIAGE:

Exhaust gases are sorted via Castlemaine Rod Shop extractors connecting with twin 2.5in pipes, high-flow cats and Hooker mufflers. A Currie-housed big-bearing nine-inch with 28-spline axles gets the power to the ground, while the rear end has been improved with King Springs and KYB shocks



DAVID STREAT 1977 HOLDEN LX TORANA SS HATCH

Colour: Pearl white with blackouts

GRUNT

Engine: VY Commodore SS

5.7L LS1

Block: GM

Intake: Stock

Induction: 90mm

Aeroflow throttlebody

Heads: 241

Cam: Competition Cams

Valve springs: Competition Cams

Ignition: LS2 coils with MSD leads

Fuel pump: Aeroflow

Sump: Castlemaine Rod Shop

Exhaust: CRS extractors with twin 2.5in pipes, high-flow cats and Hooker mufflers

SHIFT

Transmission: T56 six-speed

Clutch: Exedy heavy-duty

Diff: Big-bearing 9in in Currie housing with 28-spline axles

BENEATH

Brakes: Wilwood rotors, polished

Wilwood four-piston calipers (f & r)

Springs & shocks: CRS coil-overs (f); King Springs and KYB shocks (r)

Steering: Standard Torana rack-and-pinion

ROLLING STOCK

Rims: Simmons FR18;

18x8 (f), 18x10 (r)

Rubber: BF Goodrich Radial T/A; 235/40R18 (f), 275/35R18 (r)

INTERIOR

Steering wheel: Billet with black leather rim

Seats: Custom re-trimmed original

Gauges: Rebuilt standard with electronic speedo conversion

Shifter: Custom relocated shifter with Hurst knob

Stereo: Pioneer CD/MP3

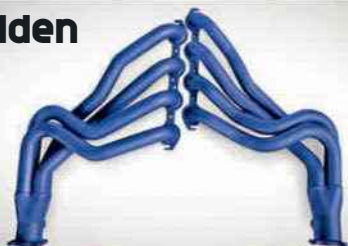
THANKS

Adrian Woodley; Trim FX; Brothers Speed Shop. Chris would especially like to thank Dave and Suzzie for letting Seven82 build it how it should be built and being dead-set legends!

HURRICANE

HEADERS

**Holden
VE**



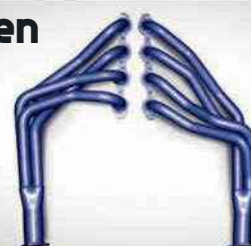
4 Into 1, 1 7/8", SS & HSV

**Holden
VT-VZ**



4 Into 1, 1 7/8", 5.7L - 6.0L

**Holden
HQ**



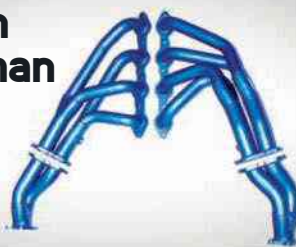
4 Into 1, 1 3/4" HQ - LS1

**Holden
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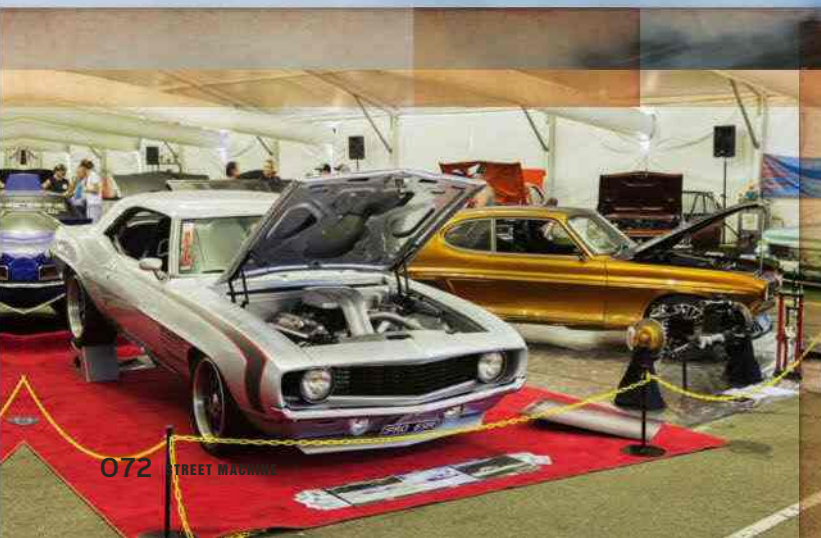
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30

Rock

STORY BORIS VISKOVIC PHOTOS ANDREW GOODWIN, JORDAN LEIST & BV

**PERTH'S MOTORVATION CELEBRATES
THREE DECADES OF SHOW-AND-GO ACTION
BY GETTING BETTER WITH AGE**





MOTORVATION 30

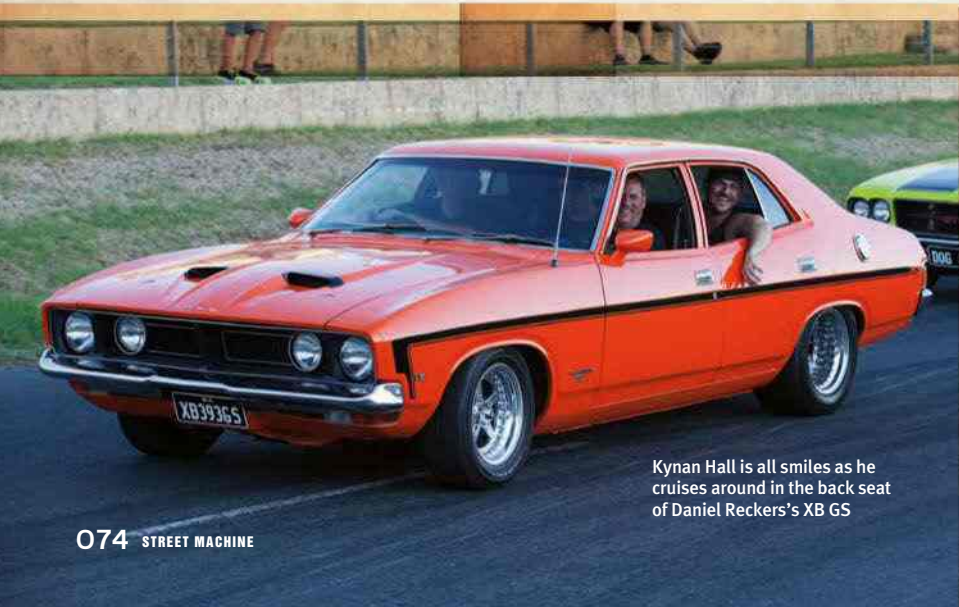
MOTORVATION turned 30 this year, but instead of settling down, buying a 4WD and going fishing, WA's biggest car festival got some new threads and went out on the town.

While burnouts have always been a big part of the fun, a couple of years ago an Active Elite class was put in place, allowing owners to take their cars out of the elite show and cut some laps around the Motorplex – and I don't mean just through the pit area. We're talking down the strip and through the Snakepit. Quite often the cars would return with rubber sprayed across the back, with most owners leaving it on as a badge of honour and proof that the car does run and can turn the tyres.

This year the organisers also worked very hard to make sure the elite tent was full of quality cars, even bringing together seven of the nine previous Grand Champs (Allan Kirk's LC Torana and Mark Miocevic's XB GT coupe being the missing pair). These cars were all shown together in a Legends display and had their own competition to decide the Champion of Champions award. Alison Lougher's 6APEAL Torana was judged the winner – a fitting reward for a stunning car that does get driven.

The paddock wasn't as crowded as previous years, but this was an intentional move by the organisers, who limited the numbers to around 500 cars. While there weren't as many cars to look at, the quality was definitely up, and the benefit of not having to wait so long to go cruising was that there weren't the traffic jams of years gone by. It can get pretty warm in Perth at the end of January, so idling in a hot car on a dragstrip is not somewhere you want to be.

QUITE OFTEN THE CARS WOULD RETURN WITH RUBBER SPRAYED ACROSS THE BACK, WITH MOST OWNERS LEAVING IT ON AS A BADGE OF HONOUR



Kynan Hall is all smiles as he cruises around in the back seat of Daniel Reckers's XB GS





Twice as nice

AS IF it wasn't enough to build, prepare, maintain and compete with two top-level burnout cars, Justen Brown also manages to finish at or near the top in just about every comp he enters. This year he finished first (with STRUGLIN) and third (with WONA GO), with the other place on the podium filled by good mate and fellow Fordhold Wreckers team member Matt Purnell in BLACKOUT.

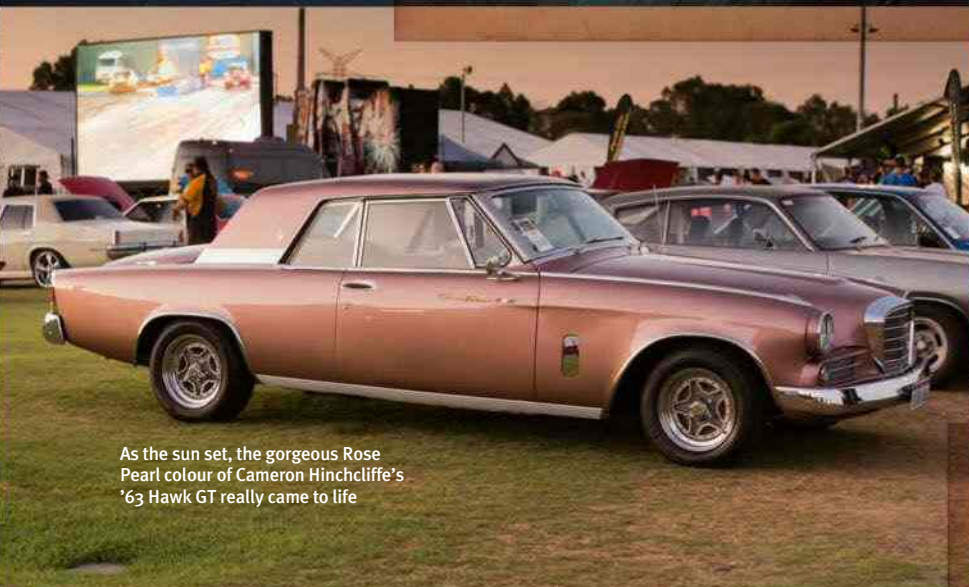
With near-identical combos in each (bar the injector hats), both Justen's cars are reliable and always on song. The basics are: 377ci small-block Chev, Littlefield 8/71, port nozzle and hat injection and a heapin' helpin' of methanol.

Justen also built a car for his wife Kara, a VK with a blown, carby-fed combo dubbed RIDINRIMS, but she never got the chance to skid it. "I blew it up on Friday night; I snapped a rod bolt," Justen said. "When I built it I only put cheap shit in the bottom end and George [Separovich] was going off at me, but I said: 'Don't worry, it'll never make power.' I never thought it was going to be what it is, but you get that. Just needs two pistons, crank and rods – the rest is good."

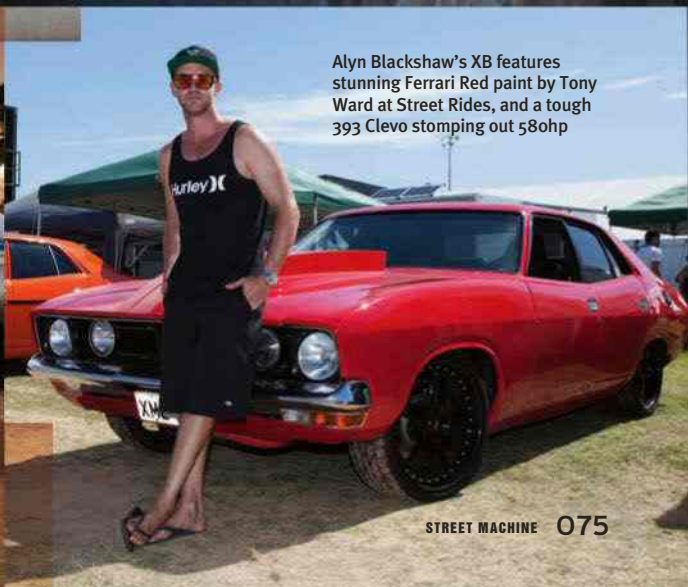
Heaven help us if Justen decides to compete with three cars!



Photos or it didn't happen. Ben Glanfield smokes up the bags in his tidy VK Calais through the Snakepit



As the sun set, the gorgeous Rose Pearl colour of Cameron Hinchcliffe's '63 Hawk GT really came to life



Alyn Blackshaw's XB features stunning Ferrari Red paint by Tony Ward at Street Rides, and a tough 393 Clevo stomping out 580hp



Elite

ABOVE: Jordan Leist's '62 Cadillac is all class and proves that less is more. Apart from airbags, wires and some metalflake paint, it's pretty much as it left the factory

01: Frank Santopolo's HX is one of those cars that looks stock at first glance but has been built to the highest standard. There's a neat 355 Holden stroker in the engine bay, backed by a Turbo 350 and a nine-inch, with some mini-tubs

02: Top Judged Street Rod was Phil and Leonie Wall's stunning '32 tudor. It took home trophies for Top Paint & Bodywork, Interior and Undercarriage, and all you Ford lovers can rejoice as it's still Ford-powered with a 351 Clevo up front

03: All bar two of the MV Grand Champions were in attendance, and they went head to head for the Champion of Champions crown, which was awarded to Alison Lougher's impeccably detailed LH Torana

04: Being in the Active Elite part of the tent means you can go out and drive your car, or in the case of Reece Regan, flog the crap out of it. His Papaya Orange SS hatch still has the stock 13in rims, but thanks to a 355, Harrop single-plane and 750 Quick Fuel carb, it makes a little more power than stock

05: Keith and Jenny Dickson's stunning '57 Chevy impressed the

judges enough to finish in the Top 10. It's been updated with modern running gear, an LS3 and 4L80E trans, and a custom interior with all the mod cons. Airbags and 19x8 and 20x10 Schott Custom rims complete the package

06: Here's something you don't see every day. Brodie De Aguiar has taken a Gemini coupe and gone to town on it with airbags and a turbo 1.6 on E85 that makes 350hp at the wheels! It's also the best use of a VZ vent I've seen

07: Mark Atkinson's red-on-red HK Monaro is a stunning restoration with a bit of extra attitude thrown in. A tough small-block with AFR

heads and a set of Weld Racing rims are about the only deviations from stock, and the paint and bodywork was judged to be the best in the tent

08: People's Choice was awarded to Marlisa Beets's '49 Mercury limo, a fibreglass body moulded off an original that they constructed themselves! It features a sliding door and roof so that the bride can get in and out of the car gracefully

RIGHT: It was a bit of a mad rush, but Mark 'Happy' Williams got his one-tonner to Motorvation and managed to take a bit of tread off those massive rear tyres as part of the Active Elite group







Grand Champ

CLINT Di Giovanni's Capri featured in *SM*, Dec '11, when it was blue. Not much has changed since, although Clint did fabricate and fit an adjustable front suspension not long before Motorvation.

His preparation for the event was probably a bit different to most. While others were pampering and polishing their cars, Clint took the Capri up to Barbagallo Raceway and did about 35 laps. This wasn't some test 'n' tune either, this was the Christmas party that his business Street, Race & Muscle puts on in conjunction with ACM Electrical.

Like Summernats, the Motorvation GC is a combination of show and go, and often the go part is the stumbling block. With Top Judged in the bag, it was Clint's to lose. "The first run in the driving events was a bit squirrely because the tyres still had all the marbles from the race track," he said.

Even so, the Capri was clearly quicker than the other contenders, even beating Stuart Vernon's big-block Camaro pro tourer, both in the twisty bits and the go-to-whoa.

Oh, and by the way, it's actually Clint's wife's car. So, well done Natasha Di Giovanni!



Jason Ballard puts on a show for the crowd in his tough WB one-tonner

Riot Patrol

I LOVE seeing things you wouldn't normally expect pulling ripper skids, and Jason Fletcher's Nissan Patrol is precisely one of those cars. It seems he's got a bit of a thing for Land Cruiser recovery vehicles, as he's got another Patrol (LOOSE CHANGE) that he's skidded for a while. "My old man has had one for longer than I've been around," he said. "It's the first thing I learnt to drive and I've always been around them, so I had to stick with it."

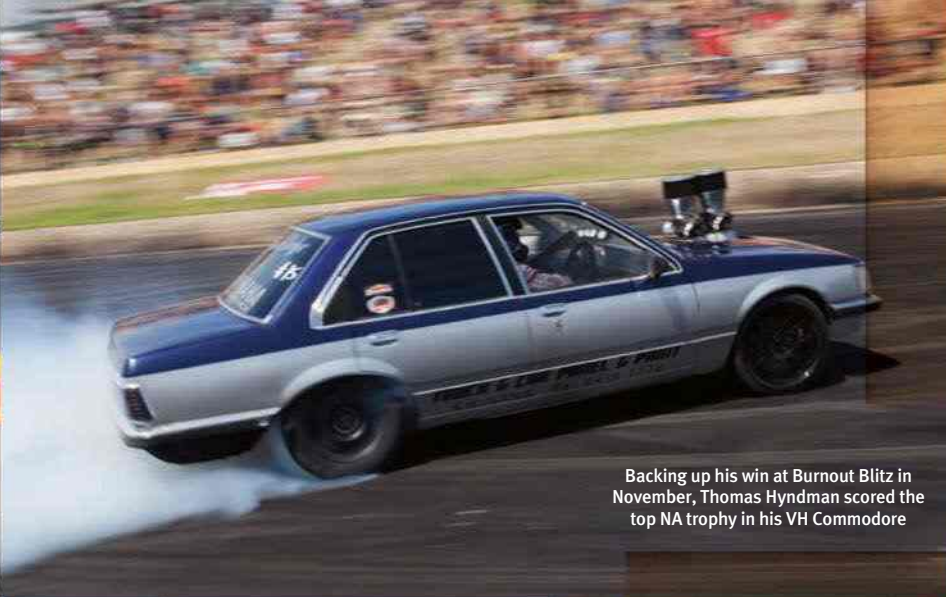
After he went rods-out at UBC Bindoon with the old Patrol, he decided to do the wagon version – that means the whole thing was done in about three months. Most of that time was spent filling and smoothing the engine bay and

getting the LS2 mounted. "I've pulled the front diff out and made my own front crossmember, and we smoothed out the firewall as well. The coils are behind the firewall mounted to my mum's chopping board. My old Patrol had a catchcan made from one of Mum's saucepans, so I had to use something of Mum's."

The LS2 was screwed together by Blown Motorsports and has strong internals to make sure it hangs together. It's topped by a Holley Hi-Ram intake with Quick Fuel 750 carbs delivering the methanol.

With a fresh paintjob in Toyota Hot Lava by Kustom Panel & Paint, it was one of the best-presented cars on the pad.

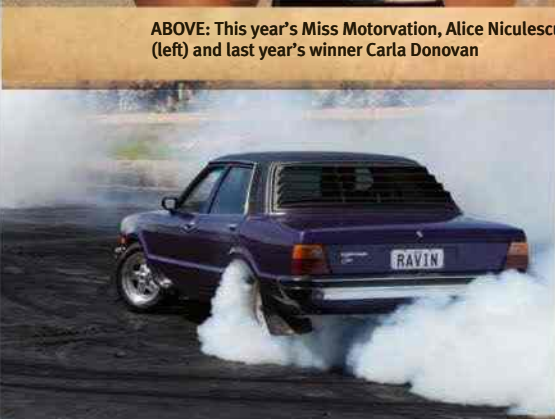




Backing up his win at Burnout Blitz in November, Thomas Hyndman scored the top NA trophy in his VH Commodore



ABOVE: This year's Miss Motorvation, Alice Niculescu (left) and last year's winner Carla Donovan



Jason Rapoff was still on a high after his Summernats adventure and put on a great show with PARALINES, made even more impressive because he's wheelchair-bound and does it with hand controls




MOTORVATION

The cruising was also separated into a Smooth Cruise and a Super Cruise, the difference being no burnouts were allowed on the Smooth Cruise. From what I could see, people stuck to the rules, but many of them did both, smashing tyres one minute and then lining up in the lane for the more leisurely cruise. As Motorvation committee member Gavin Migro put it to me: "There isn't another event in the country that lets you go flat-out on a drag strip and do burnouts." But of course, a couple of clowns still decided to do skids in the paddock – amongst all the public and kids in strollers – and got turfed out on their arses quick smart. There's ample opportunity to smoke the tyres during the cruising, so why people do this is beyond me.

Speaking of burnouts, there are still shitloads at Motorvation. It starts off on Friday night with the Pound the Ground competition, a winner-takes-all event that gets the crowd in the mood for a three-day diet of tyre smoke and rubber. Chad Douglas in his mental twin-turbo Commodore ute 2MENTAL took home the bacon and earned an instant spot in the Sunday finals.

Other standouts and crowd favourites were Aiden Stampalia, who slammed together an HZ Premier with an LS combo in a matter of weeks and proceeded to skid it like he stole it. He even went out the exit chute, spun the car around and headed back onto the pad, which brought a massive cheer from the crowd but several stern looks from the judges. Yep, apparently you can't do that.

Jason Fletcher's RUCKUS Patrol was another favourite. It looked great with its Hot Lava Orange paint and tunnel-rammed LS, but the way he threw it around the burnout pad made you think he was driving a Mighty Boy!

There were plenty of neat cars doing the cruising, but not many of them stopped long enough for me to chat to their owners, and there was a bunch of cool stuff in the elite tent too, but check out the pics and make up your own mind. Then rock up next year and join in the fun. 

THERE ISN'T ANOTHER EVENT IN THE COUNTRY THAT LETS YOU GO FLAT-OUT ON A DRAG STRIP AND DO BURNOUTS

Magic Bus

STORY BORIS VISKOVIC
PHOTOS ALASTAIR RITCHIE

IT MIGHT LOOK LIKE A
TRIPPED-OUT CARTOON,
BUT THIS CRAZY KOMBI
IS THE REAL THING





ASTHE crow flies, it's about 600km to the nearest beach, so you've got to wonder what a vehicle like this is doing out in the high desert of Utah. Dubbed Surf Seeker, this cartoony take on a '65 VW Bus might not make too many trips to the Southern Californian surf breaks, but it sure is a hit on the car show circuit.

The artist that created this rolling sculpture is Ron Berry, and while he spends his time these days in a much less crowded part of the world, he was born and raised in SoCal and spent a lot of his youth around Redondo Beach. "It got so hectic and it really wasn't fun anymore," he says of his decision to leave. "California just lost it with all the population, it's just overrun.

"It's pretty much a retirement community where we are [*in Utah*], but it's amazing how many Californians have

moved to this area, and nine times out of 10 they're a car enthusiast."

The move away from the rat race has obviously worked wonders, with the VW being the second car Ron has built along these lines, the first being a '39 Ford woody wagon. Another design, this time a Model A delivery truck, is well on the way to being finalised.

Somehow, Ron manages to completely change the design of the original vehicle, but keep the look and feel so that they are instantly recognisable. It's as much a science as it is an art. "I just put my twist on it as far as the details go; it's completely artwork, there's no other way to explain it," he says. "I like to emphasise the features on the car that people recognise. A lot of people don't realise what they recognise, they just know what they see. They don't realise that the drip rail is a big feature





CROWNING THE WILD MOTOR IS A B&M BLOWER WITH A 600 HOLLEY AND A DICK LANDY INTAKE – POSSIBLY THE ONLY ONE EVER MADE

Above:

About as serious as a VW engine can get – 2275cc, B&M blower, 600 Holley and Empi dune buggy pipes. Ron believes the Dick Landy intake is a prototype and may be the only one in existence. All up, it's good for 209hp at 5800rpm

Below & Right:

Ron runs the Surf Seeker with the engine cover up, mainly to let out the exhaust fumes, but also so you can see the fully polished number plate. The skateboard wheelie bars may seem a little comical, but the extra power combined with the short wheelbase means they could be required!





BACK IN THE 60S I WAS INTO DOING HOT RODS AND WE HAD TO CREATE ALL OUR OWN STUFF, SO I LEARNT MY CRAFT THROUGH NECESSITY



Interior:
Ron fabricated the entire interior and had Troy Rieger trim it. The kiln-dried pine was all shaped by Ron as well, and then he crowned the interior with the perfect bit of kitsch – a blonde hula girl

Exterior:
The iconic belt-line trim was actually created in fibreglass and then chrome-plated – not the spray-on stuff, the real deal. Ron also shaped a surfboard and painted it to match the Surf Seeker's curves and colour



and the belt-line that comes down to a vee in the front – all those little things tell you it's a Bus. I'll emphasise those details and that is what animates it and puts a lot of style into it – and people really enjoy it."

When it comes to building these one-off creations, getting the design right can take Ron longer than the actual build time. It's hard to believe, but the Surf Seeker was completed in just 17 months, and that includes building the entire body and interior, not to mention the chassis modifications (more on that later). For Ron the design process is one of evolution, and we all know that takes time. "I'll draw it first, just the concept, then I'll hang it on the wall in the shop. Every time I walk by it I give it a look and make an adjustment," he explains. "I'll do that for a month, then when I finally get the concept, proportions, design and flow of it, I'll redraw it in detail and scale it."

With the plan finalised, both on paper and in his head, Ron did what all good customisers do – he started cutting. "It was a '65 – what you guys call a Kombi – and I removed the pan and replaced it with railing. I thought

about building a whole new chassis, but it would have been too time-consuming. I wanted to keep the forward controls, so I've got everything that a Bus would have," Ron says.

The front and rear suspension has been changed, and while it's still torsion bar in the rear, the front has been converted to coil-over. "The front still has the torsion tubes but I modified disc brakes from a Camaro to fit on the VW spindles. I took the torsion bars out of the tubes and put a solid spring steel bar in so that it acts as a sway control, and I replaced the shocks with adjustable coil-overs. It worked really well," Ron says. "Because of the height and weight of the Bus, I was concerned it was going to have terrible body roll going around a curve, but the changes to the suspension pretty much eliminated it."

And that was the easy bit. Now all Ron had to do was make everything else – from scratch.

The framework of the body was first created using square tube, with all of the window openings laid out



I LIKE TO EMPHASISE THE FEATURES THAT PEOPLE RECOGNISE. THAT IS WHAT ANIMATES IT AND PUTS A LOT OF STYLE INTO IT

and the front and side doors hinged. The body was then fabricated using 1.2mm sheet metal, including the dashboard and inner structures. It was then finished off with a stunning PPG Radiant Orange Glow and White Pearl paintjob by SKJ Customs. Ron also fabricated all of the interior panels and had the seats trimmed in a cream vinyl with orange piping.


Being a hot rodder at heart, Ron couldn't just leave the asthmatic original engine in place; he needed something with a bit of giddy-up. He did entertain the idea of using a Subaru engine, and with that in mind had Strictly Foreign build one of its Super-Street Performance transmissions.

You'll all be happy to hear that in the end Ron decided to stick with a VW powerplant, but this time it would actually have some horsepower – 209 of them to be precise – and it's a pretty special bit of gear. It's the VW equivalent of a big-block, measuring in at 2275cc and built by Ron Jones, and sports Mofoco 050 heads,

Wiseco pistons, Scat Pro crank and Pauter rods – all forged of course, because shit was about to get serious.

Crowning this wild motor is a B&M blower with a 600 Holley that sits on a Dick Landy intake. Tell me how many other times you've seen one of them? Probably never, as Ron believes this is the only one ever made. The exhaust is a pair of beach buggy headers that Ron stuffed some baffles into, but they don't really do a hell of a lot.

Though a lot of people say: "I built the whole car myself," there's not too many that go as far as Ron has, but as he admits, he doesn't know any other way. "Back in the 60s I was really into drag racing and doing hot rods and we had to create all of our own stuff. You couldn't buy it, you had to make it, so I learnt my craft through necessity. If you wanted a particular feature, you sat down and figured out how to make it. That's still with me and I have a hard time using manufactured parts."

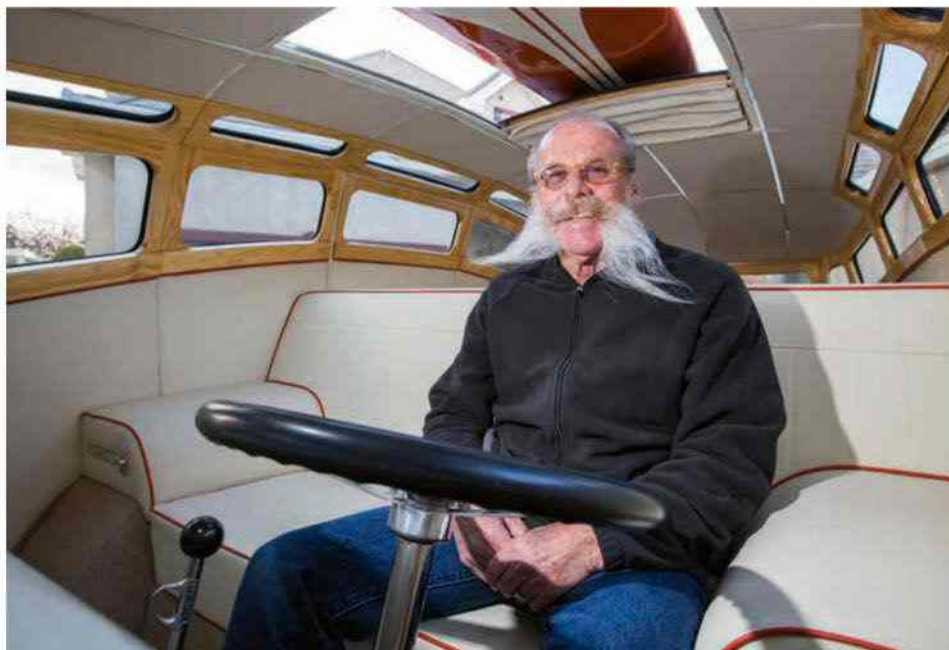
Just keep doing what you're doing, Ron. We love it! 



Right:
There's plenty of head – and
moustache – room in the Bus

Main:
You know it's a Kombi, yet you
also know there isn't a single
piece of the original Bus left. The
trick, Ron says, is to keep the key
design elements and accentuate
the bits people will recognise
even if they don't know what
they're looking at

Bottom Right:
This wasn't a standard feature,
but it makes it a lot easier to get
in and out of, and harks back to
some of the custom trucks of the
60s like the Deora. Passengers
get in through a door on the side



Ron's previous creation, a '39 Ford-ish
woody called Shorebreak, features
similarly exaggerated proportions and
hauls around a re-make of Ron's first
surfboard, a 1959 Bing



RON BERRY
1965 VW BUS
Paint: PPG Radiant
Orange Glow and
White Pearl

DONK
Type: VW 2275cc
flat-four
Inlet: Dick Landy
Carb: 600cfm Holley
Blower: B&M
Heads: Mofoco 050
castings
Valves: 42mm (in),
37mm (ex)
Cam: Engle FK7
Pistons: Wiseco
94mm, 7.0:1
compression
Crank: 82mm Scat
Pro, forged
Conrods: Pauter
H-beam Street

Radiator: Ha!
Exhaust: Empi buggy
Ignition: Solid-state

SHIFT
'Box: 1969 Beetle
transaxle
Diff: 4.86 gears

BENEATH
Front end: VW beam
with torsion tube
converted to sway-bar
Shocks: Coil-over (f)
Steering: 1965
Volkswagen Bus
Brakes: Camaro
discs (f), VW (r)

ROLLING STOCK
Rims: Panther Menzari
24x10 (f & r)
Rubber: Kumho
305/35/24 (f & r)



**Magic
Bus**

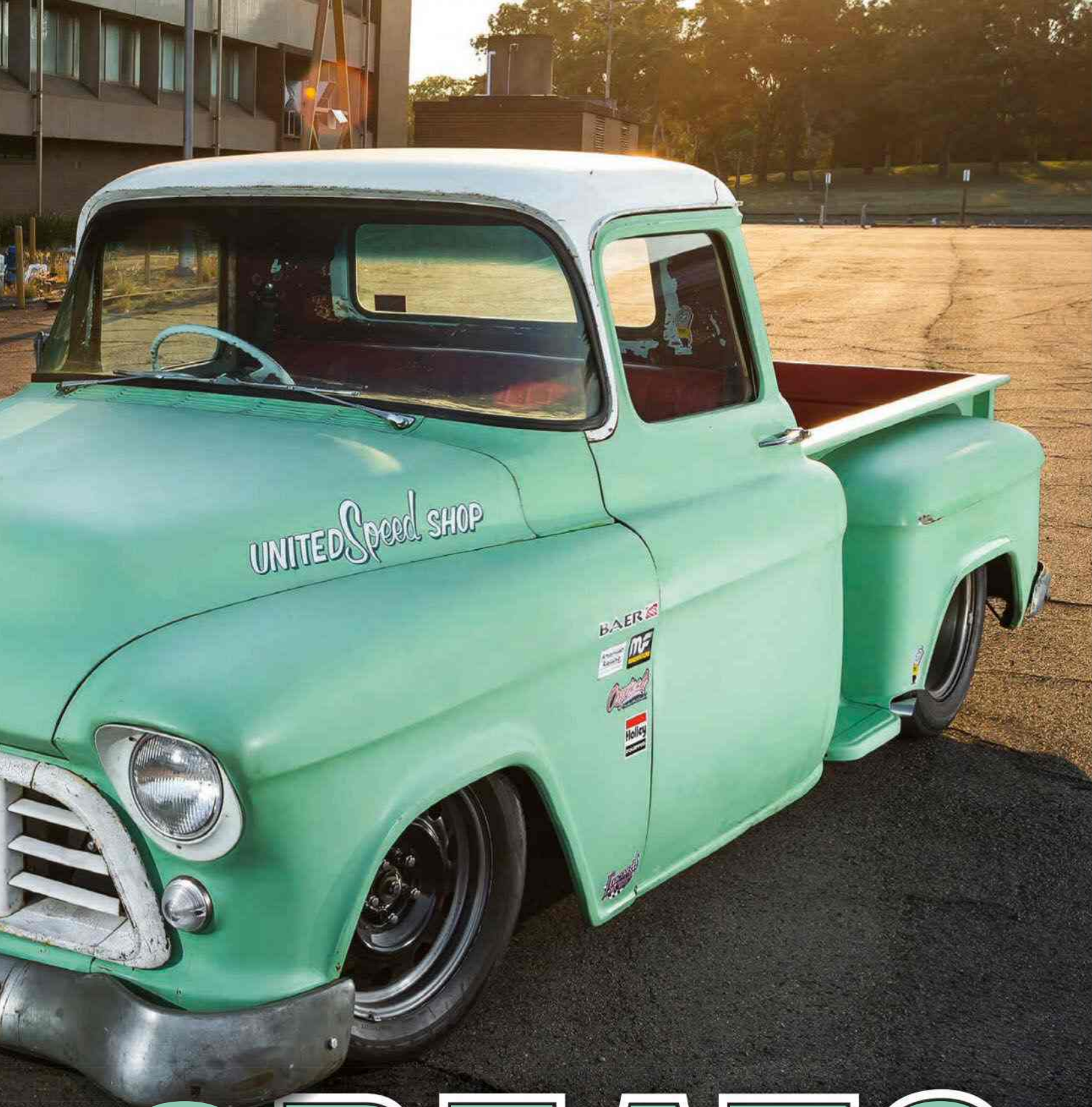


**PRO TOURING HOT ROD OR
CLASSIC CRUISER? UNITED SPEED
SHOP BUILDS A PAIR OF KILLER
50S PICK-UPS TO SUIT ANY STYLE**

STORY IAIN KELLY PHOTOS BEN HOSKING



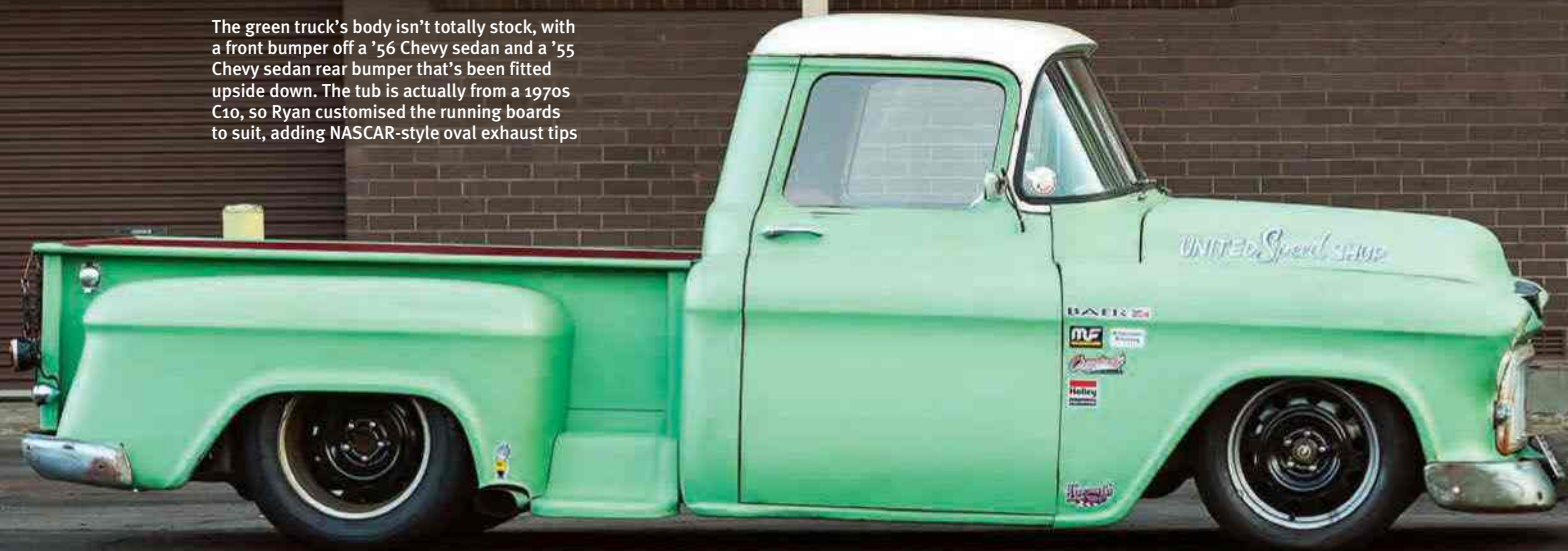
UNITED



GREATS

WHILE VERY DIFFERENT METHODS WERE USED ON EACH TRUCK, RYAN

The green truck's body isn't totally stock, with a front bumper off a '56 Chevy sedan and a '55 Chevy sedan rear bumper that's been fitted upside down. The tub is actually from a 1970s C10, so Ryan customised the running boards to suit, adding NASCAR-style oval exhaust tips



RYAN CARTER
1955 CHEVY 3100 PICK-UP
Colour: Cootamundra green

DONK

Type: Chevy LS1
Capacity: 346ci
Intake: Holley
EFI: Holley multi-port
ECU: Delco, tuned by Bassett Racing
Exhaust: Hooker headers and Magnaflow mufflers

BENEATH

'Box: Tremec T56 six-speed
Tailshaft: Custom
Diff: Toyota HiLux 4.11:1
Brakes: Baer S4 (f), Baer IronSport (r)

ROLL

Rims: Custom steelies; 17x6.5 (f), 17x9 (r)
Rubber: Bridgestone HP; 215/60 R17 (f), 275/55 R17 (r)

THANKS

Sam Rayner; Brett Fogarty; Pete Mallaby; Travis McCleverty; Eric; Dad; Scotty Barter for all his time powdercoating parts for us. Biggest thanks go to my wife Natalia for putting up with me not spending much time at home with her

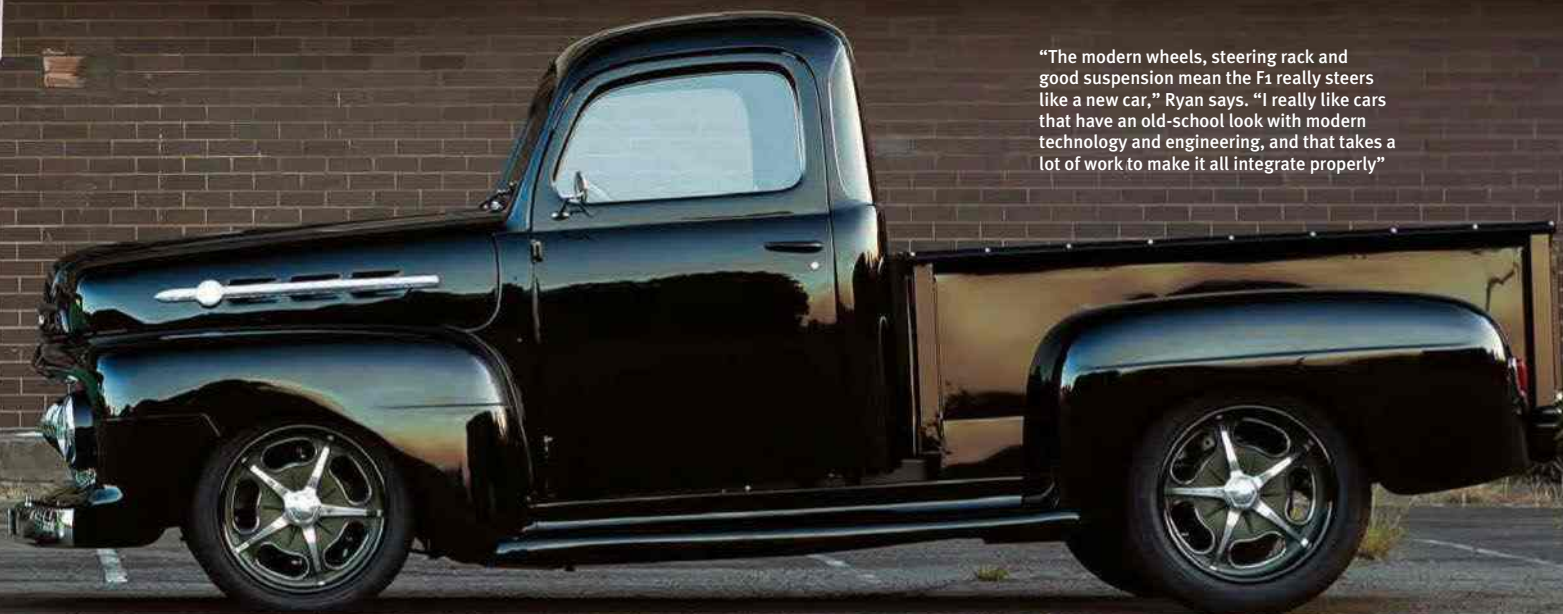


RIGHT: A '54 Chevy tiller sits in front of a Flaming River column and the original gauges Ryan modified to work with the T56's electronic speedo sensor. Trimlab made the vintage-look door trims and covered the bench seat, which is the original unit from Chris Willett's epic HT (*SM*, Nov '15)



HAD ONE GOAL IN MIND: THEY HAD TO BE AWESOME STREET CARS

SE
ING
Y
→



"The modern wheels, steering rack and good suspension mean the F1 really steers like a new car," Ryan says. "I really like cars that have an old-school look with modern technology and engineering, and that takes a lot of work to make it all integrate properly"



SOME days we like sweet, some days we like spicy, but what happens when you can't decide? Maybe that 'why don't we have both?' kid from the taco ad is onto something, particularly when it comes to our automotive tastes.

This '52 F1 and '55 Chevy 3100 come from opposite sides of Detroit, and while very different methods were used to get to the end result, the bloke who built them had one goal in mind. "They had to be awesome street cars," Ryan Carter asserts.

Ryan is the bossman of Newcastle's latest hot rod haven, United Speed Shop. You might recognise his name, as he spent years doing killer renderings for our now-defunct Expression Session section.

"Les Elliott's F1 was the first build I took on as United," Ryan explains. "He had a neat, mild pick-up that was an ex-Jim Beam promo truck, but wanted something more hot-rodged, with a vintage feel."

The black F1 was far more farm truck than slick streeter when it rolled into United's Waratah shop, but it soon was down to a bare frame for Ryan to re-engineer. "We did our own parallel four-link and independent front end with power steering rack, big Baer disc brakes, QA1 coil-over struts, hidden battery system, rewired it and got it as a good base to be reliable and drive really nicely," he says. "It was super-important to make it as liveable as possible for Les."

The little 302 was treated to a reco, with an Edelbrock intake, Holley carb, four-into-one headers and custom 2.25-inch exhaust, HEI ignition, and a modern cooling system with a custom shroud all added for good measure. Ryan reckons Scott Barter from Oxytech Powder Coatings did more than his fair share of work on the truck, coating the custom valve covers, suspension and those slick custom Schott Accelerator 19x8 and 20x10 billet wheels.

Fitting the big wheels and making it all look meaner than Henry intended meant the USS crew put in a bunch of hours on an already good, straight body. The rear wheel tubs were remade, a rollpan was added to the rear, the front bumper was tucked three inches and a custom hardwood bed floor made.

The cab was fully soundproofed in Car Builders acoustic material, while Steve Longbottom at Trimlab modified the Mazda Bravo bench to fit, before covering the seat and door trims in olive leather and black carpet.

Ryan's spearmint shop truck doesn't have anywhere near that sort of luxury inside, with a retrimmed HT Kingswood bench and not much else, but it makes up for it in other areas.

"I built my '55 as a semi-pro tourer that looks like a survivor, so it while it looks weathered it hides an injected LS motor and six-speed manual out of a late-model SS Commodore."

The 5.7-litre LS1, six-speed and 4.11 gears in the HiLux diff make for a super-snappy



LES ELLIOTT
1952 FORD F1 PICK-UP
Colour: Black

DONK

Type: Ford Windsor
Capacity: 302ci
Induction: Edelbrock
Ignition: HEI electronic
Carburettor: Holley four-barrel

BENEATH

'Box: C4 Ford auto
Tailshaft: Custom
Diff: Ford 9in, 3.25:1 final drive,
31-spline axles
Brakes: Baer S4 (f & r)

ROLL

Rims: Schott Accelerator;
19x8 (f), 20x10 (r)
Rubber: Pirelli P Zero
245/45 R19 (f), Pirelli Scorpion
305/45 R20 (r)



RIGHT: "We wanted the F1 cabin to feel like the original, but higher quality," Ryan says. "My dad spent ages just getting the door latches to feel right when it shut, so it didn't rattle like an old farm truck driving down country roads, and we deleted the quarter-windows from the doors"



MY '55 LOOKS WEATHERED BUT IT HIDES AN INJECTED LS1 AND SIX-SPEED MANUAL OUT OF A LATE-MODEL SS COMMODORE



powertrain, especially with the Holley injection, flash-tuned ECU and custom exhaust.

"My truck sits on a '55 Chevy 150 passenger-car frame my dad knew of in Taree, NSW," Ryan says. "I'd bought the cab and tray from Victoria but didn't have a chassis, but this one had been sitting in the front yard of a sandblasters for 10 years.

"I found the cab when I was working at The Chop Shop with Laurie Starling and we drove through the night one Friday to pick it up. That was an epic road trip with many good memories.

"I'd had another 50s Chevy pick-up years ago on 'bags and more highly finished, but I wanted this one to be a bit grittier, on coil-overs, to act as a shop truck for United."

Surprisingly, the cab only needed minor work to fit the 150 frame, though the T56 six-speed forced Ryan and USS fabricator Eric McKenna to make a new transmission tunnel. They also had to weld a cutout section for the firewall and plug all the old holes, before Sam Rayner of Bombwerks sectioned the stock dash for the right-hook swap.


Ryan thrashed on the truck after hours and on weekends. Big jobs included fitting Baer four-pot disc brakes and a Commodore brake booster and fuel tank; re-making the bed floor and running boards; whipping up a custom exhaust, four-link rear end and independent front end; doing a steering rack conversion; even modifying the rear end to suit a bed-

hitch for a massive trailer he plans on towing to shows.

Zac Guise modified the LS1's wiring loom to run in the vintage pick-up, while Bassett Racing performed the flash-tune. Again, Scotty from Oxytech was called on for specialised powdercoating jobs. "Scotty came through massively and I can't thank him enough for doing the engine bay goodies and plenty more," Ryan says.

Those goodies include a set of custom billet vintage-look rocker covers that Ryan CAD-designed in-house and had Chubby from Lowe Fabrications make up, before Scotty coated them in the same Cootamundra mint green that Eric had sprayed on the pick-up's shell. The finned covers and carby-style intake may seem old-school, but they're hiding Holley multi-port injection, which Ryan added as a red herring to the car's modern heart.

While the build on Les's truck took a scant 12 months, Ryan's minty 3100 was a mad thrash. "We built the majority of my truck over a pretty intense three-month period, but we actually had a pretty easy time with Les's," he says. Both are now engineered and fully fit for the road, and Les even gets to enjoy air con in his!

As for Ryan, there's no rest for the wicked. "I'd love to have three weeks off in Thailand, but the shop is chockers with other builds we need to get done. The '55 is going to earn its keep right from the start!" 



USS's Eric McKenna laid the Cootamundra green enamel on the Chevy's shell, while the signwriting was done by Smiths Kustoms. "I wanted it to resemble a late 50s or early 60s stock car from the US," Ryan says

Blown Income finished second in the Open Mini Modified class at Tooradin after breaking something in the Dana 60 rear end. It's powered by a 3000hp 540ci TFX Hemi with a 14/71 blower, and runs a SCS gearbox with forward and reverse only



OPEN

925

PULLING POWER

STORY
SCOTT TAYLOR



PHOTOS
ROSS GIBB

BURNING RUBBER AND CHURNING DIRT AT THE
TOORADIN TRACTOR PULL



01



Twin brothers Jack and Raymond Abrehart won the national Limited Mini Modified class last year, and stepped up to Super Mini Modified for 2016, where they're currently leading the series. Not bad for a tractor that's only got a little 318 Chrysler up front!



THEY'RE big, they're loud and they're totally insane. The crazy dirt-churners of the Australian Tractor Pullers Association (ATPA) are absolutely awesome to watch and we had a chance to check them out at Tooradin, a little south and east of Melbourne. If you've never seen these beasts in action as they attempt to pull their weighted sleds down the dirt track, then it's time to get off the couch and get amongst it.

Tractor pulling is huge in the US and Europe, and while it's not so big Down Under yet, they certainly put on a good show. Concentrated around Victoria, South Australia and southern NSW, the ATPA national series consists of eight rounds with eight different classes contested – ranging from the Limited Mini Modifieds through to the massive Open Modified tractors. There's also a separate series that runs in Western Australia.

Limited Mini Modifieds are the small fry of the tractor world. They run carby V8s under 351 ci with pump fuel and a flat-tappet cam, and have to weigh less than 770kg including driver for the lowest weight category. There's two heavier categories as well (825kg and 900kg), and every tractor in the class makes at least one attempt at each. We saw tractors with small-block Chevs, Chryslers and Fords, with a variety of auto transmissions and nine-inch diffs.

For those looking for a bit more punch, there's the Super Mini Modified class, which allows small-blocks up to 450ci along with roller cams, and mechanical or electronic fuel injection. The minimum weight is 860kg, so you'll start to see Dana 60 differentials and plenty of stroker small-blocks.

But if it's blowers and turbos you're after, then the Open Mini Modifieds might be your thing. Blown big-blocks are the norm here,

**IF YOU'VE NEVER SEEN THESE
BEASTS IN ACTION, IT'S TIME
TO GET OFF THE COUCH AND
GET AMONGST IT**





02



03

01: Juzzy Mott put on a show with her 427ci small block-powered Gemini, which had the crowd screaming for more. The big-cube motor is a recent addition and she's also added a 6/71 blower and a pair of 850cfm methanol carbs

03: The Cornfoot brothers have a fair team of tractors, ranging from big Open-class brutes through to Pro Stock and Mini Modifieds. Scrap Value uses three 327 Chevys and two Powerglides to get the power down

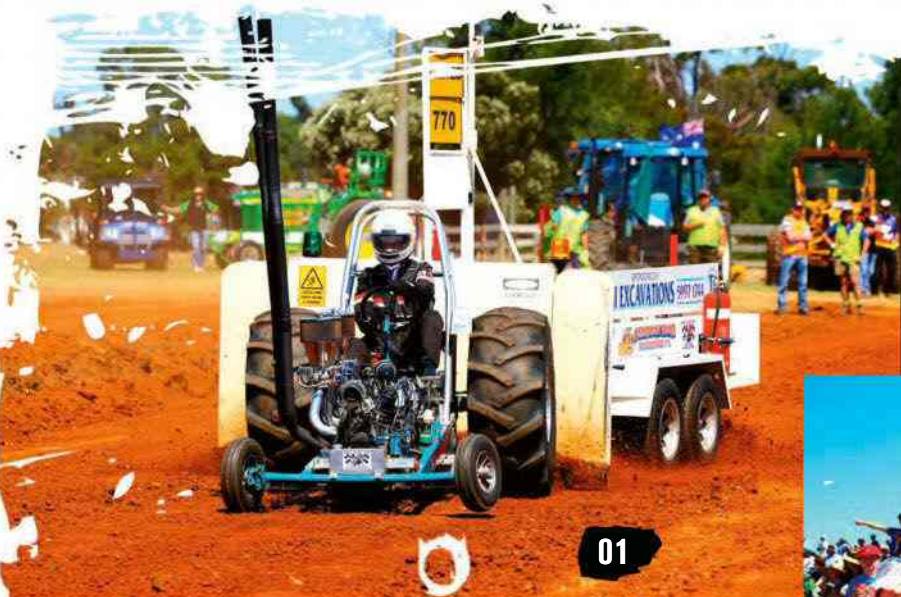
02: There were just a handful of burnout cars at Tooradin putting on a display, including Darral Earnshaw's BA Falcon ute. It's powered by a 347ci Windsor with an 8/71 blower and EFI. The injection is controlled by a Wolf V550 tuned by Mike's Dyno Tuning

04: Normally Sue Ward drives the Bizzie B, but Baz was behind the wheel at Tooradin. The 1973 Escort van has a tunnel-rammed 350 Chev and Powerglide feeding the power back to a Leyland truck diff, and it competes in the 2WD Modified Truck class

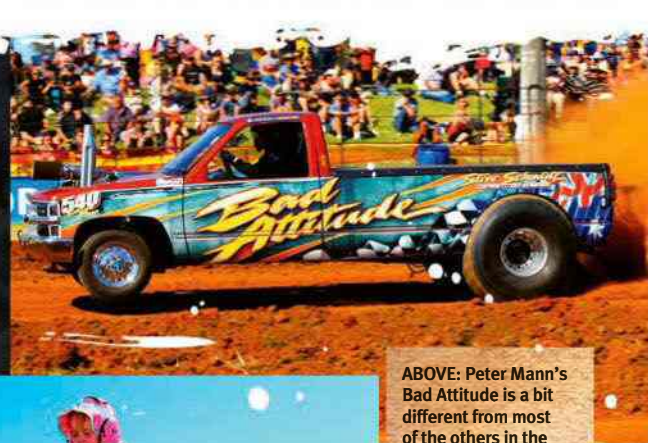


04





01



ABOVE: Peter Mann's Bad Attitude is a bit different from most of the others in the 2WD Truck class in that it's a centre-drive configuration and the whole body lifts hydraulically like a funny car



02



03

01: Bob Blackwell's twin 13B-powered Rotary Hoe has been competing for decades and it adds some spice to an almost exclusively V8 affair. The sound of two rotary engines screaming their guts out is quite an interesting tune

02: Soul Revival, driven by Graham Gray in the Limited class, was the only tractor with LS power on the day, with a six-litre LS2 sitting up front. Graham's wife Yvonne has her own tractor in the same class

03: The main attraction didn't start until 3pm, giving punters plenty of time to check out the show 'n' shine, which featured oodles of hot local machinery and more trucks than you could poke a bogie axle at

04: It's not all blown big-blocks in the Open Mini Modified class; Mick Carpenter's Who Cares runs a blown 350ci that's still using a factory four-bolt block. This is his first season with the blown combo



One of the coolest-looking vehicles on the day was Greg Abrehart's FJ45 Land Cruiser, Sudden Impact. The whole thing is mounted on a Mazda 3500 truck chassis and it's motivated by a tunnel-rammed 502ci big-block. It was the first time out for the tough truck and they blew the diff up during the afternoon

although you can add some turbos, nitrous or even tip in a little nitro-methane (up to 20 per cent) if that takes your fancy. Hell, they'll even allow a helicopter jet turbine engine if you can squeeze one in under the weight limit!

The Mini Modifieds, in all their various forms, are fantastic to watch. They might not have the wow-factor of the big multi-engine combinations in the Super Modified and Open classes, but they move, bounce and fight like a feral cat on the end of a leash. The Open Mini Modifieds are truly insane, with 2000hp+ blown alcohol motors taking up half the tractor, with just a seat, rollcage and a pair of tractor tyres for company. You'd laugh out loud if someone suggested you build a blown alcohol go-kart, but that's almost exactly what these things are.

Then you've got the big boys. The class names are similar – Limited, Super and Open – but these things start at the 2.5-tonne mark and work their way up to over five tonnes for the big Open-class tractors. These monsters can use engines of just about any capacity or type. In Europe it's not unusual to see four jet turbine engines hooked together in one of these behemoths. The craziest units here in Australia use Rolls-Royce

IF MORE THAN ONE TRACTOR DOES A FULL PULL, THEY THEN HAVE A PULL-OFF. NO, WE'RE NOT MAKING THIS UP

Meteor tank engines with turbos and EFI (the Riverina Screamer), or multiple big-block V8s (Plum Crazy).

The Super Modified class allows for multiple motors, but only if they're naturally aspirated and measure up at less than 1004ci in total; if you want a blown motor you're limited to 502 cubes.

Of course the tractors are only part of the deal; the sleds they pull are just as trick. The mini tractors obviously pull a smaller sled, but all classes work on the same principle in that the drag increases with distance. The big sled has a sliding arrangement of weights that increases the load quite significantly during the run. At the end of each run hydraulically activated wheels swing down and the sled reverses back to the start just like a large truck. In the old days the sled operators sat exposed to the elements and the sled had to be towed back for each run, but these days the sled has its own powerplant and the operator sits in air-conditioned comfort.

So how do they compete? Well each entrant tries to tow the sled as

The Pro Stock class isn't going to win any friends with the environmentalists, but they look awesome shooting a thick black plume skywards. Wolverine Deere II pumps 70psi of boost into a factory diesel inline six-cylinder, and pulls like a train



LEFT & BELOW: Erin Clancy gets 2 Tuff out of shape in the 770kg Mini Modified class. The tractor is powered by a 350 Chev and Powerglide combo, and Erin shares driving duties with her dad Dave





01



02

far as they can in each weight class. The course is only 100m long and if an entrant goes past the end of the full course, it's called a Full Pull. If more than one tractor does a Full Pull, the competitors who have made it all the way have a Pull-Off. No, we're not making this up. Each run is electronically measured down to the centimetre.

The winner for each weight category – remember each competitor attempts three weight categories in their class – is awarded 30 points and the rest of the field get lower points depending on the finishing position. At the end of the day all the points are added and the competitors ranked from first to last for the trophies. Their points also go towards the national championship.

With Tooradin's relative closeness to Melbourne, over 4000 people came out to Rutter Park Memorial Reserve to see the big boys and girls play. The weather was perfect, with the ocean breeze from the direction of French and Phillip Islands helping to keep the temperatures down, but there was plenty of dust getting thrown around. So here's a tip: If you're going to watch the tractors, you're going to get dirty.

The next meeting in the championship is at Waaia, north of Shepparton, on 12 March. For the full calendar and more info check out www.austractorpull.com. ■

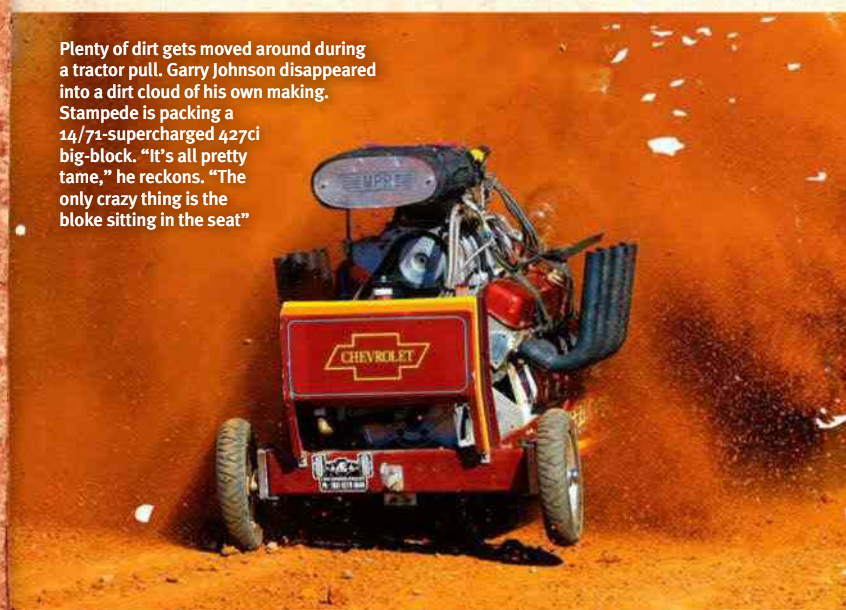
OVER 4000 PEOPLE CAME OUT TO RUTTER PARK MEMORIAL RESERVE TO SEE THE BIG BOYS AND GIRLS PLAY



01: While it's great to see the big boys in action, the lightweight Mini Modifieds are more spectacular to watch. They're light as hell (this one is under 770kg) and have plenty of attitude as they try to put the power down

02: The biggest unit at Tooradin was Plum Crazy. It's packing three 540ci big-block Chevys for a total of 2200-2400hp. There's a duplex chain coupling each engine together, which owner Doug Williams reckons is better than any other method

Plenty of dirt gets moved around during a tractor pull. Garry Johnson disappeared into a dirt cloud of his own making. Stampede is packing a 14/71-supercharged 427ci big-block. "It's all pretty tame," he reckons. "The only crazy thing is the bloke sitting in the seat"



Dirty Deeds has been a crowd favourite for a few years. Driven by Woody from Berrigan in NSW, the jacked-up Holden ute uses a 454ci big-block hooked to a Turbo 400 trans and 10-speed Road Ranger gearbox, which then pushes power back to a Leyland truck differential





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HOT CARGO

STORY STEVE TITCUMB PHOTOS CHRIS THOROGOOD

SURE, IT MIGHT LOOK LIKE A MILD-MANNERED 1980S SPROG-HAULER, BUT HOW MANY VACATIONER WAGONS HAVE YOU SEEN THAT RUN 10S?



PETE Hamilton has nailed the balance of street and strip perfectly with his 364ci, LS2-based VH Commodore Vacationer wagon. It's punched out 340rwhp on the chassis dyno, and has already run a 10 at the strip, yet is fully street-registered and engineered. But why a wagon, particularly one decked out with Holden's slightly upmarket but family-oriented Vacationer pack?

"I've got a real soft spot for these VH Vacationer wagons," the Canberra resident says. "I had one as my first car; it was stock as a rock in original metallic brown, running a 253 and Aussie four-speed. I loved it. I had it back when I was at school and drove it around for a few years like that. Then I pulled it apart for a major rebuild but got a bit carried away and cut it up too far. So it sat in pieces, getting hauled around every time we moved house for over a decade."

All that changed when Pete's good mate and panel beater, Steve Polglase, came across an unmolested and near-identical VH Vacationer wagon while out hunting for project cars. "I got a text from Steve with a picture of this mint original Vacationer wagon, but this one was full grandpa-spec," Pete says. "It was complete and driveable. At first I just chucked it on club rego and cruised it for a while, then decided to ditch my original cut-up shell and do a rebuild on this one instead."

Pete knew from the start what he wanted to achieve. "Personally I like things to fit together as a complete package," he explains. "The trend over the past decade has been to just go for the biggest and wildest of everything; it doesn't even

necessarily have to work, it just looks good to impress the crowd. But I don't like things fitted to cars that don't work, I prefer matching combinations.

"Originally we were just going to put a motor in it and go racing, leaving it grandpa spec with venetian blinds in the back and patina paintwork, but that look has been done to death," he continues. "So we went for a full respray and built this car how I wanted it."

Steve Polglase soon had the bodywork under control, rectifying an old repair in one of the quarter panels, seam-welding and smoothing out the engine bay and door jambs, and deleting the aerial and fuel filler cap. The custom-framed bonnet, designed to fit the reverse cowl scoop, was fashioned by Colin Harrison at Dent Mate. On the inside there is a semi-concealed six-point 'cage by Craig Burns of SCF Race Cars in Sydney.

Once the bodywork was all done the wagon was trucked off to Tony at Classic Car Creations and painted in PPG Vibrance Key Lime. The retro Vacationer signage was designed and printed by Aaron Fitzpatrick at Artcraft Signs, added "to keep just a little of the car's origins alive", according to Pete.

The interior trim was stitched together by Frank at Classic Car Upholstery in Cooma and is fitted out with Velo front seats and harnesses, with a re-trimmed standard rear seat.

Keeping the car off the deck are Weld Racing RT-S S71 rims. "The rears are 15x9in, offset to suit the standard wheelwells, with 15x4in frontrunners," Pete says. "Suspension-wise we

I'VE GOT A REAL SOFT SPOT FOR THESE VH VACATIONER WAGONS.

I HAD ONE AS MY FIRST CAR, WITH A 253 AND AUSSIE FOUR-SPEED





ENGINE BAY:

The LS2 sits neatly between the modified inner guards, finished off to an elite level but remaining practical and useable on race day. "Once we started to rub the engine bay down, well I guess it's the same old story for

a lot of people – things got a bit out of hand," Pete says. "We spent weeks sitting in the engine bay welding holes and smoothing stuff out to get it to look how I wanted." The end result is all about symmetry and balance, with nothing that looks out of place



FUEL CELL:

The rear-mounted fuel cell has a custom alloy cover to seal it off from the rest of the cabin. "It loves the E85 and it sure drinks it, about 40 litres per 130 kays," Pete says. "Apart from the fuel economy though it's a pretty good all-round street-and-strip car"





INTERIOR:

The VH's cabin is comfortable yet purposeful, with the Velo seats and harnesses and six-point rollcage firmly stamping the car's race-ready identity. "I'd like to do some better door trims, but since I've had it at the track I'm no longer too fussed about it," Pete says. "They work, and it's about being practical not pretty when you want to go racing"

HOT CARGO



didn't do too much; in the rear end we just stitch-welded the rear floor mounts, boxed the trailing arms, then re-fitted the standard springs with some Koni adjustable shocks. The front end is all standard, with the brakes upgraded to VT twin-piston calipers."

As owner of Protection Automotive in Hume, ACT, Pete was able to build the 364ci LS2 in-house. "LS motors are fantastic even in pretty standard form," he says. "This is just a budget engine with a factory LS2-based bottom end, factory crank, a good set of pistons and rods and a bit of compression. We added a pretty stout hydraulic cam but stuck with the standard rockers on 243-casting cathedral-port heads, ported by Anthony at AJM Automotive."

The motor drinks E85 from an 850 Quick Fuel Q-series carb, with the spark taken care of by an MSD 6LS-2 ignition. Backing the LS2 is a Tuggeranong Transmissions-built full-manual Powerglide with a 5500rpm TCE stall converter.

The car ran 10.76@126mph in full street trim on its first pass. "It was pretty cool to turn up to the track with a fully street-registered car and run a 10 first go, just off the footbrake. I was rapt," Pete says. "It was running the full exhaust and all factory metal – that to me is a true street car."

And the future? "Hopefully we can get it going a bit quicker once we change the rear end set-up," Pete muses. "It's currently a BorgWarner with 3.9 gears, but I'm changing it to a nine-inch with 4.57s and an alloy carrier to keep some weight out of it. I can't wait to get some tune wound into it and go have some more fun at the strip!" 🏁

**PETE HAMILTON
HOLDEN VH COMMODORE
VACATIONER**

Colour: PPG Vibrance Key Lime

GRUNT

Engine: LS2-based 364ci

Heads: Ported 243 factory casting

Crankshaft: Stock

Camshaft: Hydraulic

Rockers: Stock

Ignition: MSD 6LS-2

Carb: Quick Fuel 850cfm Q-series E85

SHIFT

Transmission: Full-manual Powerglide

Converter: TCE 5500 high-stall

Diff: BorgWarner 3.9:1

BENEATH

Brakes: VT (f), VL (r)

Springs: Stock (f & r)

Shocks: Koni adjustable (f & r)

ROLLING

Rims: Weld Racing RT-S S71;
15x4 (f), 15x9 (r)

Tyres: M/T 26x6 frontrunners (f),
M/T ET Street 255/60/15 (r)

THANKS

PPG; Classic Car Creations;
Tuggeranong Transmissions; Classic
Car Upholstery; SCF Race Cars;
AJM Automotive; Anthony Mitrousis
for the cylinder heads; Phillip Head
Services for the engine machining
work; Stephen Polglase for his endless
help; Wade Scerri for the electrics;
Fitzpatrick Speed Works; Colin Harrison
at Dent Mate; my wife Jaala for
keeping us fed on all the late nights!

BODY: Early Commodores are prone to the dreaded tin worm, but when the VH was stripped of the original factory paint Pete couldn't believe his luck. "The body was completely rust-free; not bad for 33 years old," he says. "The car had actually been factory rust-proofed and it had been done properly. The wax sealant was still in every nook and cranny; even the factory grommets were all still in place"

IT WAS PRETTY COOL TO TURN UP TO THE TRACK WITH A

FULLY STREET-REGISTERED CAR AND RUN A 10 FIRST GO







THE VICTORIAN



HOT ROD SHOW

CROWDED HOUSE

THE VICTORIAN HOT ROD SHOW ROCKS ON FOR THE 51ST TIME

STORY SIMON TELFORD PHOTOS CHRIS THOROGOOD





IT COULD be the start of a really neat Australia Day-weekend tradition. Next year, Oz Day falls on a Thursday, so for a full weekend of cool car stuff, start with the Geelong Australia Day Cruise – the Gateway City is home to some of the neatest and toughest street cars you'll find anywhere. Then head up to Melbourne on the Friday and pay a visit to the Victorian Hot Rod Show at the picturesque Exhibition Centre.

There are a bunch of killer cars inside and a revolving parade of cool stuff power-parking outside, all weekend. Then, when you're ready for some action, head out on Saturday and Sunday to Calder Park Raceway to take in the full fury of the ANDRA Nationals. The event has just been revived at its spiritual home (check it out on page 122). Of course, it remains to be seen if the Nationals will be back for another go at Calder next year, but fingers crossed.

There is no such uncertainty when it comes to the Vic Hot Rod Show. This year marked the 51st time the event has been held, reliable as clockwork thanks to a lot of hard work from the event organisers and the efforts of those who bring their cars to show off.

And while it may seem obvious, it's worth reminding some that the show isn't just for hot rods, it's open to anything cool on four or occasionally two wheels – rods, street machines and customs predominantly. Some pedants complain that a hot rod show shouldn't feature post-'48 cars, but the simple fact is the show has moved with the times. The only difference between the Victorian show and its equivalents in Queensland and Western Australia is that it hasn't tacked on the 'street machine' bit to the end of its name.

At the pointy show-car end, the Victorian show provides an opportunity for locals to check out high-end cars that debuted at either MotorEx or Street Machine Summernats.

It was neat, for example, to see Mal Apps's FC Holden, which was only just hitting the newsstands on the cover of the February issue of *SM*. Mal

1: Yes, this is the 1970 Dodge Challenger made famous by Kevin Monk (*SM*, Jul/Aug 1995) and looking better than ever. Now owned by David and Ron Guy, it's powered by a Don Charlton-built Keith Black 426 Hemi, backed by a 727 Clutchflite and Dana diff

2: It was pretty neat to see Ron Harrop's famous FJ Holden on show. To read the full history on the car, do a search for Harrop's Howler on streetmachine.com.au

3: Last month's cover car – Mal Apps's slammed FC Holden – did well at trophy time, picking up second place in the Show class and a spot in the Top Five

4: One of the most mind-blowing cars at the show has been complete for more than 40 years! The Pirotta/Caruana Model A bucket was a revolutionary car for Australia, with cool custom bodywork, a full-dressed Nailhead, Pirotta's own mags and sweet custom paint

5: We were a bit bummed when our mate Trevor Durston sold his mild custom 1962 Thunderbird, but he has struck

back with this neat, budget-built VG Valiant ute. Trev has gone the mild custom route again, with owner-applied, Watson-style graphics and sweet custom paint giving the illusion of full length tail-lights. "The idea is to enhance the factory lines just with paint," Trevor says. "That's not to say there won't be some body mods down the line." The engine is a 265 two-barrel Hemi, with a set of old-school Rocket rims – not Tasmans, Trev is quick to point out. He reckons the sharper edges of the Rockets better suit the Val

6: Michael Schena's HQ Monaro GTS is a tough unit, packing a 540ci, E85-fuelled Powerhouse Engines combo. Rims are 19in V-Rods, while inside is a cool carbonfibre dash. Feature soon, we hope!

7: Gary Scicluna's home-built Ford Escort van (*SM*, Sep '14) has won a bunch of tinware since we featured it in the mag. And the trophies kept coming at the VHRS, including Top Street Machine, Top Wagon/Van and a spot in the Top Five. His mate Frits's Falcon van (visible in the background) came runner-up in the Wagon/Van class

THE 51ST EVENT WAS RELIABLE AS CLOCKWORK, THANKS TO A LOT OF HARD WORK BY THE ORGANISERS



Queenslander Peter Elliot brought down his SIMPLICITY '34 Ford tudor and walked out with Top Street Rod, Top Standard Paint, Top Undercarriage, Top Interior, Top Tudor and Australia's Coolest Ride





1



2



3



4



5



6



Steve Hopes's twin-turbo '68 Camaro is dubbed SINISTR and packs a 1500hp Nelson Racing Engines twin-turbo 406ci mill to back it up! Underneath is a full SRG-Force chassis, with fat 345/25/20in rubber stuffed out back. The body features extensive mods and is covered in HOK Dark Bronze

THE CRIMSON PIRATE AND HARROP'S HOWLER ARE ICONS OF THE PAST THAT HAVE SURVIVED TO REMIND US OF OUR HERITAGE

1: Fab Filippone's twin-spinner Ford is a neat thing. Still running a flathead, it has been slammed onto the deck by Danny Gigs and Leon Davies and features some classy TJ Guzzardi signage

2: BUNGSHQ is a very cool ute, bathed in Pepper Grey and sitting on a set of 18in Showwheels Streeters. Power is supplied by a 383ci Chev, with the TH350 activated by a neat column-shift set-up

3: Joel Lambert's HG Monaro was fresh from its debut at *Street Machine* Summernats 29, and took out Best Street Machine Two-Door

4: Rob Dickson's 1950 Mercury placed first in Radical Custom, ahead of Les Sherry's version of the same model

5: Paul, Joel and Isaac Agius have dubbed their '47 Chev pick-up 'Shruck' – we guess that's half *Shrek*/half truck! Power comes from a 350 Chev, while the body is slammed down hard over a set of 20in Detroit Steel rims

6: Bob Ellis's '41 Willys and Chris Varney's Mod Rod Torana had pride of place at the front of the Exhibition Building

was inspired to build the FC to such a high standard after seeing Peter Fitzpatrick's TRILOGY FC at the very same show a few years before. It was nice to see the circle complete. How many other high-end streeter builds would have been inspired by Mal's car? It really makes you think.

It was also cool to see Queenslander Peter Elliot's '34 tudor take out the Australia's Coolest Ride gong. Dubbed SIMPLICITY, Peter's plan was to build a pure street rod for his family to enjoy and not go down the high-end show-car route that he took with his Meguiar's Superstars-winning '37 Ford roadster. Obviously, he got a little carried away, with Paul Kelly of Smooth Customs working his usual magic on the fibreglass body and Pat from Pat's Pro Restos going to extreme lengths with the paint. Peter himself built and detailed the car to perfection.

Besides the latest elite show cars, there were surprises everywhere. Some, including Ron Harrop's FJ Holden and the Crimson Pirate Model A bucket of Joe Pirotta and Charlie Caruana, were icons of the past that have survived to remind us of our heritage.

The bucket was one of the first crazy show rods built in Australia, inspired by the Kookie T from the American *Sunset Strip* TV show. Innovation was the name of the game for Joe and Charlie, who powered their bucket with a 322ci Buick Nailhead V8, backed by a Packard gearbox. The bodywork features rocketship-inspired rear guards, decked out with '57 Cadillac tail-lights. Other tricks include a '56 Ford Customline dash and its own Pirotta mags. The Pirate still looks a million dollars today, and it was a thrill to be able to see it up close.

Harrop's Howler, on the other hand, spent the last 20-odd years in the care of the late early-Holden collector John Brown. After John passed away, Ron bought the car back and is preparing it to shake the quarter-mile once again. Unlike the Pirate, the Howler won't be exactly like it once was – the car's famous push-button Torqueflite will be replaced by a more pragmatic Trimatic – but how good will it be to see one of the most famous of all Australian drag cars take to the track again, still wearing its original warpaint? And maybe, just maybe, we might see that happen at next year's Nationals, during the long weekend at Calder Park. 🏁



Horseplay



IN THE 1960S, SMALL BATCHES OF FORD'S NEW MUSTANG WERE IMPORTED INTO AUSTRALIA, AND IT WASN'T LONG BEFORE OUR TOP RACING DRIVERS WERE BLOODING THE NOW-ICONIC PONY CAR ON LOCAL TRACKS. *STREET MACHINE* LOOKS BACK AT SOME OF THE GREATEST **MUSTANGS** TO HAVE RACED IN **AUSTRALIA**

STORY MARK OASTLER PHOTOS AUTOPICS.COM.AU



Pete Geoghegan in full flight at Sydney's Oran Park in 1969. His sublime skill in extracting maximum performance from the Mustang was unmatched. Mechanic Mick Lambert couldn't understand how this car hung together after his first hot laps riding shotgun with the maestro

Norm Beechey's 1964 Mustang Hardtop



Norm Beechey wasn't the first driver in the world to win a race in a Mustang, but he was the first to do so in Australia. The Mustang's arrival turned the sport on its head



Beechey in action at Calder Park in 1965. Widened steel wheels were heavy and trapped lots of brake heat inside. They were soon replaced with American Racing five-spoke 15x7in wheels cast from lightweight magnesium

IN 1964 Norm Beechey decided to gamble his racing future on Ford's new Mustang, resolutely believing in the performance credentials of the new American V8 coupe. The new Mustang hardtop, with its compact unitary construction, light kerb weight and powerful small-block V8 engine, had all the makings of a championship winner.

Beechey flew to the US to purchase a brand-new Mustang with the High Performance (271hp) version of the 289ci small-block V8, four-speed gearbox, front disc brakes and limited-slip diff. However, due to overwhelming customer demand, the best he could get was a slightly used company car that Ford's racing partner Holman-Moody was using for promo work. It had drum brakes all 'round, but at least it was in the Hi-Po V8 manual specification.

Beechey also visited the Shelby American facility at LA airport, where he ordered a full-house Cobra-spec 289 armed with four

twin-choke downdraught IDA Weber carburettors on a Shelby manifold. At the time, its 375hp on the dyno was one of the biggest numbers seen from a sub-5.0-litre, production-based cast-iron V8.

The new car and engine arrived in Melbourne late in 1964, and plenty of attention was focused on making the four-wheel drum brakes last a full race without being crippled by heat-related fade. Fitting rock-hard sintered metallic linings, drilling out the backing plates for more ventilation, and directing cooling air into the drums with aluminium ducting were the only mods allowed.

The Mustang raced away to a dazzling win and new lap record on debut at Calder Park in January 1965. Beechey also wrapped up the prestigious single-race 1965 Australian Touring Car Championship at Sandown, plus the South Australian and NSW Touring Car Championships. The Mustang era in Australian motorsport had begun.



Stormin' Norm at Sydney's Warwick Farm in 1965. The Mustang was one of three cars under the Neptune Racing Team banner, and with Norm's bravado behind the wheel it brought a new brand of muscle-car excitement to Aussie touring car racing

Pete Geoghegan aboard his record-smashing 1965 Mustang in 1966. For most of its career with the Geoghegans, this famous Ford was backed by oil company Total, which tied in well with Ford's 'Total Performance' strategy of the 1960s



Pete Geoghegan's 1965 Mustang Hardtop

IF STATISTICS are the measure of greatness, then this car is the greatest Australian touring car of them all. From the day they first clashed at Calder Park in August 1965, Norm Beechey's Mustang never defeated Pete Geoghegan's. In total, Pete won 68 races from 74 starts – 55 of them in a row!

Geoghegan's legendary pony car started life on the production line at Ford's San Jose plant as a 1965 Mustang hardtop, ordered with a four-speed Top Loader gearbox, nine-inch 3.5:1 rear axle assembly and the rare factory K-code option (10.5:1 solid lifter, 271hp Hi-Po V8).

To save weight, this special order included deletion of the heater system and the usual sound deadening/waterproofing body compounds. It also got quicker-ratio steering, big Kelsey-Hayes 10.5-inch front disc brakes with four-pot calipers, 10-inch Galaxie rear drums and an optional 'export brace' that tied the front spring towers to the firewall.

Geoghegan followed Beechey's lead in also purchasing a Shelby Cobra race engine, after being advised by US race-engine guru

Keith Black to specify an Engel 338 roller camshaft in the build. Black's advice proved sound, as Geoghegan's 289 small-block, fed by a quartet of 48mm twin-choke downdraught IDA Webers on a Cobra manifold, pulled 394hp at 7000rpm on the dyno.

Pete had Shelby install the race engine in his new car, as well as several other go-fast bits shared with Shelby's GT350R Mustang fastback racecars, which were dominating US sports car racing. These included uprated suspension, a Detroit Locker diff, a unique Shelby dash pad with integral instrument pod and a set of super-light magnesium 15x7in American Racing wheels.

Geoghegan's Mustang was, in effect, the closest thing you could get to a GT350R with a hardtop roof – but packing a more powerful 400hp quad-Weber Cobra engine!

It wasn't until August 1965 at Calder Park when Geoghegan finally made his debut against the well-sorted Beechey car and Bob Jane's short-lived 1965 example. And on that day, in the main touring car event, Pete demolished the competition. It was an ominous sign of much greater destruction to come.



Beechey's Mustang never beat Pete Geoghegan's example, but it wasn't through lack of effort or courage, as this shot at Brisbane's Lakeside Raceway in 1965 shows. By this stage, Norm had upgraded to magnesium wheels and front disc brakes, like the Geoghegan car



Geoghegan was Australia's most successful Mustang racer during the halcyon 1965-1972 pony car era

Pete Geoghegan with foot hard down and a fistful of opposite lock at Sydney's Warwick Farm in 1970. Just before the '67 was pressed into racetrack duty, the Geoghegan camp had switched from Total to Castrol sponsorship, with those two distinctive green stripes running nose to tail



Pete Geoghegan's 1967 Mustang Hardtop

THE replacement for Pete's '65 arrived in 1967 with an update to the latest-model hardtop, which in five seasons would deliver three consecutive ATCC titles and win 89 races from 144 starts.

What started life as a Wimbledon White 289 V8 automatic hardtop on Ford's Californian assembly line was quickly transformed into what would become Australia's most feared touring car. The C4 auto tranny was swapped for a Top Loader and multi-plate clutch, behind a John Sheppard-built 289ci Windsor V8 fed by a quartet of Weber 48mm twin-choke downdraught IDA carburettors. Like its Shelby predecessor, this locally developed small-block was punching out close to 400hp at 7000rpm.

Geoghegan made a dazzling debut with a well-judged victory over arch-rival Beechey's Chevrolet Nova in the single-race 1967 ATCC at Queensland's Lakeside Raceway. The number of rival Mustangs grew rapidly, but Geoghegan remained untouchable when he raced away to his third successive ATCC title (and fourth overall) at Sydney's Warwick Farm in 1968.

The following year the big fella claimed his fifth and final ATCC crown when the Mustang was upgraded with a 302ci Windsor V8 and more refined slide-throttle fuel injection.

The much loved Geoghegan-Mustang combination continued to be a major force throughout 1970 and 1971, although another national title proved elusive. After five seasons, Pete's pony car was well past its prime and was sold.



Geoghegan wasn't allowed to run a rear spoiler on his Mustang like Allan Moffat's Trans-Am version, so his mechanic, Mick Lambert, made a small prop out of steel tube which braced the bootlid wide open instead. This is how the '67 looked in 1970 when bigger 10-inch-wide tyres and wheelarch flares were allowed

The pristine engine bay of Geoghegan's '67 Mustang reflected its surgical preparation under chief mechanic John Sheppard and later Mick Lambert. The 289ci small-block V8 was equipped with four twin-choke Webers. The shiny aluminium plate sealed against a cold air box on the underside of the bonnet, which inhaled cool dense air for maximum power



Allan Moffat's 1969 Boss 302 Trans-Am Mustang Fastback



The final round of the 1971 ATCC at Oran Park. Moffat led early but was delayed when his gearbox temporarily jammed in gear. He then drove like a man possessed to hunt down Bob Jane's 7.0-litre ZL1 Camaro, but lost by fractions of a second



The intense Mustang rivalry between Pete Geoghegan and Allan Moffat lasted three seasons and provided some of the closest touring car racing Australia has ever seen. Here, Moffat's Trans-Am is hounding Geoghegan's '67 at Sydney's Warwick Farm Raceway in 1970

ALLAN Moffat's Trans-Am Mustang was one of only seven cars designed and built by Ford's Kar Kraft racing division in Michigan. Through his excellent contacts at Ford, Moffat was able to secure one of these seven cars to do battle in Australia.

Hand-built by Bud Moore Engineering in Spartanburg, South Carolina, Moffat's Mustang was equipped with the finest competition components and was the closest thing you could get to a purpose-built racecar in a production car bodyshell. Its superbly designed rollcage had immense rigidity, its reconfigured suspension generated huge levels of mechanical grip, and masterfully subtle body re-profiling gave sharper air penetration at high speeds.

Its engine, Detroit's toughest production-based small-block V8, was effectively a compact Windsor block mated to a pair of big-

breathing Cleveland heads. The 'Boss 302' had a rev tolerance of 8000rpm, tailor-made for Trans-Am races that ran for more than two hours.

It had a four-bolt forged steel crank and rods, high-comp pistons, 'dry-deck' head sealing, roller rockers and enormous induction. On Moffat's car, four 51mm downdraught IDA Webers produced a peak of 485hp at his self-imposed 7500rpm limit.

Pumping close to 500hp in 1969 is mighty impressive. So too is a top speed of 173mph!

Moffat never won the ATCC title in his 'Coca-Cola' Mustang, however it finished its six-season career with a staggering 101 wins from 151 races. It also set touring car lap records at every circuit it raced on. Still widely regarded as the most famous and desirable Australian touring car of them all.



Moffat's 'Coke' Mustang at its first race meeting at Melbourne's Sandown Park on 4 May 1969. Fresh from the US, Moffat's debut win at Sandown was the first race win for a '69 Trans-Am Mustang anywhere in the world. At this stage it was equipped with Ford's 1968 'Tunnel Port' 302 Trans-Am engine

Jim Richards' 1969 351 Mustang Fastback



This is how the engine bay of the Sidchrome Mustang looked in 1976. The firewall had to be notched to allow the big 351 Clevo to be moved back about 300mm, so that it was behind the front axle line



Richards duelling for the race lead with the 350ci V8 Monaros of Bob Jane and Pete Geoghegan at Melbourne's Calder Park during the hard-fought 1975 Marlboro Sports Sedan Series

KIWI Jim Richards is regarded as one of the best tin-top drivers in the world, and his rise to fame in Australian motorsport started with a Mustang.

Back in Auckland, Jim bought a second-hand 1969 Boss 302 Mustang, and with talented mechanic/engineer Murray Bunn turned it into fire-breathing racecar.

With 14-inch-wide rear tyres, flared guards and belly-scraping ride height, the red Mustang looked mean, powered by a Bunn-fettled 351 Cleveland V8 stroked to the 6.0-litre class limit. Richards enjoyed immediate success, claiming the 1973-74 NZSCC.

To defend his title the following year, the Mustang was upgraded with new bodywork and an eye-catching red/yellow paint scheme. The 351 Clevo also got a useful boost in power from a set of Gurney-Weslake heads and Bunn's own mechanical fuel injection

system. The engine was moved behind the front axle line to improve weight distribution, and the Top Loader gearbox was replaced by a BorgWarner T10.

It was in this configuration that Jim lost the 1974-75 NZSCC to Paul Fahey's exotic RS Cologne Capri. He then shipped the Mustang to Melbourne for a 15-race Australian campaign. Jim immediately started winning races against the elite of Australia's booming Sports Sedan category, and he wrapped up the 1976 Marlboro Series at Calder Park.

The Mustang wasn't particularly powerful or lightweight compared to the top Australian cars, and its unsophisticated live rear axle suspension was largely road-car based. Over time, though, it dawned that the Mustang's special powers could be largely attributed to the magician behind the wheel.

Kiwi Jim Richards and his NZ-built Sidchrome Mustang had a massive impact on Australian motorsport in 1975 by immediately beating the nation's best Sports Sedans. A remarkable feat given this car never strayed far from its humble road car origins and was built on a limited budget



Johnson teamed with Larry Perkins for the Mustang's first Bathurst 1000 appearance in 1985, finishing seventh after a troubled run. He then teamed with ex-motorcycle ace Gregg Hansford at Bathurst the following year to finish fourth



Dick Johnson's 1984 302 Mustang Coupe

FORD had nothing in its local Falcon line-up that could be competitive at the ATCC in the 1980s. So reigning ATCC champion Dick Johnson and other Ford loyalists were left with the choice of the UK's 2.8-litre V6-powered Sierra XR4i, or the 4.9-litre (302ci) V8 Mustang from the US.

On paper the Mustang was the more practical choice, given that Erich Zakowski's Zakspeed team in Germany had homologated and built Mustang GTs for European Group A in 1983. And Australian touring car teams were more familiar with the Mustang's small-block Windsor V8 and muscle-car mechanicals.

Johnson purchased two of the Zakspeed-built Mustangs in 1984. However, under the Group A rules, the Mustang was underpowered and overweight. The Ford V8's 4942cc engine capacity required a minimum vehicle weight of 1325kg. A relatively

narrow 11-inch tyre was the widest that could be stuffed under the standard wheelarches.

Johnson couldn't get any assistance from Ford US in homologating a fuel injection system and other engine parts he needed to unleash more power. As a result, the carburettor-fed Group A Mustang started with around 300hp in 1985, which after constant development had improved to barely 350hp by 1986.

Against the benchmark BMW 635 CSi, which had the same power and tyre width as the Mustang but a smaller 3.5-litre six that allowed it to run a 1185kg minimum weight, it's not hard to see why Johnson found little joy in the first year of the Mustang's second coming.

In 1986, Johnson's Mustang continued to show good reliability, but its lack of grunt left it with no answer to Holden's new VK Commodore SS Group A and the new breed of fast turbocharged cars from Nissan (DR30 Skyline) and Volvo (240T). ■



Despite Johnson's struggles with weight and power, his Group A Mustang proved reliable enough to finish second to Jim Richards' BMW 635 in the 1985 ATCC without winning a race



Dick Johnson with his Greens-Tuf Mustang early in its first Group A season in 1985. Johnson only raced the American V8 muscle car for two years



Top Fuel returns to Melbourne. Wayne Newby revs it up at Calder Park in one of Santo Rapisarda's dragsters. There were only two fuellers running, but the Victorian crowd lapped it up

Summer LOVIN'

WHO NEEDS THE BEACH WHEN THE WEATHER
IS FINE AND THE CARS ARE KICKING?



CALDER PARK NATIONALS

STORY
SCOTT TAYLOR

PHOTOS
CACKLING PIPES

IT'S BEEN a long time since we've had all the classes represented at Calder Park, but Australian drag racing's 'Big Go', the Nationals, returned to Melbourne in early February to thrill thousands of fans.

For many it was the first time they'd sampled the sights, sounds and full-body massage that only a Top Fuel dragster can provide. After the Rapisarda fuel cars made their first full pass down the quarter there were plenty of wide-eyed faces looking around to see if everyone else was feeling what they were feeling.

Unfortunately drag racing's big split meant there weren't enough of these thundering monsters for a full Top Fuel field, but most of the other categories were fully subscribed, including Top Alcohol, Top Doorslammer, Supercharged Outlaws and Pro Stock.

There was plenty of rapid sedan action in Super Street and Super Sedan, with more than a few of Melbourne's tough street brigade laying down some numbers in front of the big crowd and using the event as a T&T for the upcoming APSA meeting.

Hopefully Calder Park can capitalise on the goodwill created at the Nationals and keep the momentum going for lots more quarter-mile action in Australia's most sports-hungry city.

01



01: Adam Rogash put on a show at the Nationals, with this impressive wheelstand in the NOSHOW Clubsport. The rear bumper actually scraped the ground, and it still went 8.23@172mph

02: Up, up and away with Louis Svingos's wheelstanding VF Valiant hardtop. The bright orange machine runs in Super Stock under B/MS against a 10.02 index

03: Steve Hunt might not have driven his 700hp XW van over from South Australia, but it's a seriously cool streeter and one of the cleanest-looking Falcon panel vans we've seen in a long time

04: For some drag racing-starved Victorians, the Nationals was a great opportunity to test. Frank Marchese ran a bunch of mid-eighths at Calder while dialling in the set-up for the upcoming APSA meeting, and scored the Best Engineered Award

05: Mark Drew was wheels-up with his naturally aspirated 434ci barn-find Torana for a best of 9.70@140mph on pump fuel. But he's going to the dark side soon, with plans for a twin-turbo 427ci LS

06: Andrew Darby cracked the seven-second zone in his single-turbo 355 Holden-powered VK Commodore wagon, with a pair of 7.99sec runs

07: All the way down from Sydney, SM Drag Challenge veteran John Kerr broke out in the third round of Super Street by just 0.002sec



02



03





04



05

FOR MANY IT WAS THE FIRST TIME THEY'D SAMPLED
THE SIGHTS, SOUNDS AND FULL-BODY MASSAGE THAT
ONLY TOP FUEL CAN PROVIDE



06



07



KANDOS 2016

STORY
SCOTT TAYLOR

PHOTOS
BEN WARES

THE Kandos Street Machine & Hot Rod Show used to be one of the few events on during the post-Summernats glow, but these days it has to compete with a bunch of other shows around the country. Nevertheless, the family-friendly vibe at Kandos attracts plenty of loyal entrants and spectators.

This year, John Spinks and his killer LX hatch won Top Entrant overall, with John Trunzo's Draggin' Coupe FJ picking up Top Street Machine and Bluey's Airbourne Eight (SM Hot Rod #14) winning Top Rod.

Kandos always features a few quirky cars, and our favourite of this year's crop was 16-year-old Brent Battersby's Mazda ute. If the name sounds familiar, that's because Brent is the son of 2015 National Burnout Master Brett Battersby with the towering big block-powered BLWNLUX. The Mazda runs a decidedly smaller motor though, with just an LS1 and 4L60E combination up front. It's mostly stock, but they've gone with a methanol carby and a front-mount distributor drive.

"He's built it as kind of a rat rod," proud dad Brett said. "It normally runs no front guards and that was the look he was going for, but Kandos wouldn't allow that so we had to quickly attach some front guards to get past scrutineering. It looks a little rough and rusty on the outside, but underneath it's really well built; it's as good as my HiLux."

The crazy little Mazda has been built for burnouts, but they're hoping to do all the events at Bathurst Autofest in March, and despite it running no suspension at all Brett reckons it's not bad to ride in. "It was a little rough in the grass events at Kandos, but other than that it's really good," he said. "It's only got about 80mm of ground clearance, which is just enough to get off the pad when it pops both tyres." Why the front-exit exhaust? That is simply because there wasn't enough room at the back – and because Brent likes something different!





IT LOOKS ROUGH AND RUSTY ON THE OUTSIDE, BUT
UNDERNEATH IT IS AS GOOD AS MY HILUX

MAIN: Plenty of 16-year-olds have a go-kart, but not many have one powered by a methanol-fed LS1. Seems like the Battersby family is starting a burnout dynasty

01: The VK Group III-esque ute of Danny Board began life as a station wagon. It rolls on 19in HDT-style rims and packs a blown LS mill. The beast won trophies in both the show and the go sides of the event, with a Top 10 place in the forced induction skids and Top Modified in the show judging

02: Craig Bailey and his blown LS-powered HT ute OUTLAW won the forced induction burnout class

03: Jesse Johnson's KILLER-K nabbed a spot in the Blown Top 10

03



01



01: Kevin Mantach from WA stayed over east for another week to have a crack at Burnout Outlaws. Running big events a week apart may sound crazy, but it works out well for those travelling long distances

02: In addition to the burnouts the guys put on a show 'n' shine as well. There might not have been much shine from the sun, but over 50 cars came out for the display, including Michael Brown's beautiful AMC Hornet

03: Paul Cook was going well with his blown big block-powered VC Commodore until it broke a front strut and had to be towed from the pad

04: Steve Loader left UCSMOKE at home and brought out RELOAD for a play. It was a good plan; he scored the overall win in the Pro class

05: Jake Myers has been having a good run. He came third in the Masters at Summernats, second at Burnout Outlaws, and then the young gun scored third at Murray Bridge two weeks later

06: Fresh from his massive flame show at Summernats, Craig Whiddett fired up again just over 30 seconds into the run to give CUTSIK a thorough toasting

02



03





04



05

AFTER PARTY

STORY
SCOTT TAYLOR

PHOTOS
CACKLING PIPES


AFTER the insanity that is Summernats, you'd think that everyone would be too exhausted for more burnouts, but nearly 70 cars hit the Sydney Dragway pad on 16 January for the very first Burnout Outlaws event.

"We always knew it was a risk," promoter Phil Kerjean said, "but we didn't have a lot of choice with the dates, plus we were hoping to pick up a few of the WA and Queensland cars before they went home."

That part worked well enough, with a few interstateers backing up for another round of tyre-frying mayhem, but a few days' rain before the event certainly put a damper on things. A couple of light showers during the day didn't help either, and kept the crowd numbers down to just a couple thousand punters. "We were pretty lucky actually," Phil said. "With the weather we had in the lead-up it could have been a lot worse."

The cars were split into three classes. There was a Street class for mostly stock cars with no engine or driveline swaps allowed, and a Modified class for the #LStheworld cars where engine swaps were encouraged. But you weren't allowed aftermarket blowers or turbos – only factory forced induction.

For the big boys, there was the Pro class, and Phil had a fairly novel idea for the qualifying order. "We ran in reverse order, so the earlier you got your entry in, the later you ran," he said. "That meant if you were serious, you got your entry in early."

Phil was pretty happy with how it all went and he's looking to do another one later in the year, so keep your eyes open around August or September for more smoke coming from Sydney Dragway. We'll let you know the dates when they're confirmed. 

WE RAN THE PRO CLASS IN REVERSE ORDER; THE EARLIER YOU ENTERED, THE LATER YOU RAN. IF YOU WERE SERIOUS, YOU GOT YOUR ENTRY IN EARLY

06





TOUGH ENOUGH

> BBE AUTO BUILDS AND TESTS A TOUGH TH350 FOR OUR LX TORANA HATCH

A CLASSIC street machine like our giveaway LX Torana hatch calls for a classic transmission, and that's precisely what a Turbo-Hydramatic 350 has become. Of course, it's not the only choice available; adapters or modifications make it possible to fit almost any transmission to a 308 Holden V8 these days.

The Trimatic, for example, is a good trans but it isn't as robust as a Turbo 350. In standard form it will start to suffer beyond about 400hp, though with the right components that figure can be extended to as much as 600hp. For heavy-duty applications there's the classic Powerglide, and these can be built to handle any power level, but for regular street use there are better choices than a two-speed transmission.

The three-speed Turbo 400 is tough enough to handle most street applications and is certainly strong enough for this car. However, the

400 is unnecessarily heavy and its extreme toughness just isn't needed behind this engine in a car of this weight. True, it would be bulletproof, but so is a Turbo 350 in this application. In fact, a well-prepared 350 with the right components is capable of 600-700hp, which is considerably more than our Torana is turning out. Although it has some clout, this hatch is a cruiser rather than a dedicated bruiser, so a Turbo 350 is perfect.

John at BBE Auto in Elsternwick, Victoria agreed to help us get a strong, fully tested 350 into our giveaway Torry for the lucky winner to enjoy. So what exactly does 'fully tested' mean? Well, BBE Auto actually has an Axline transmission dynamometer, which they use to test and verify the operating integrity of virtually all transmissions before they leave the building (see sidebar p134).

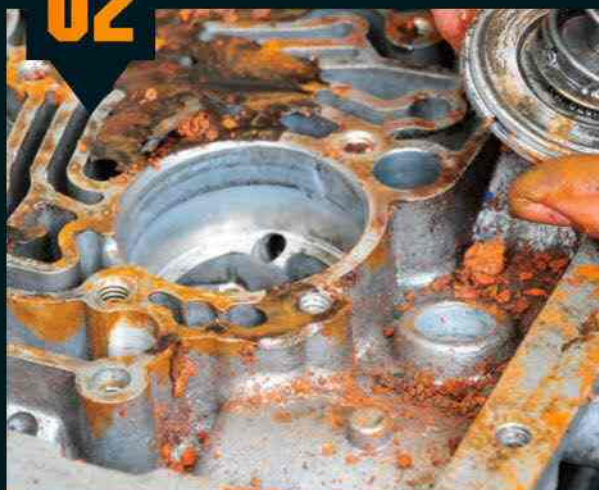
STEP 01

Removing the original TH350 sump revealed a world of pain. Fortunately, BBE Auto was always going to fit the replacement valvebody shown



STEP 02

Thankfully the upper side of the valvebody, which is cast into the transmission case, was able to be cleaned up after the lower section was tossed away



STEP 03

The direct drum also showed some signs of corrosion, but this was also replaced



STEP 04

The OE clutches were worn, and you can also see where water had caused the friction material to start detaching from the backing. It's not any fault with the friction material, it's just that clutch frictions aren't meant to see water. Note the wear on the original speedometer drive gear (inset, on the left)



STEP 05

This is a factory sprag. Getting these replaced in higher-powered applications is essential. The rusty material has been transferred in the dismantling process



STEP 06

Here are all of the new parts BBE Auto supplied and fitted for the Torana transmission. The cooler a transmission is while in service, the longer it will last, so BBE Auto also supplied a trans cooler



STEP 07

Replacement bushes should always be fitted in a press. This ensures they'll be aligned to the bores in which they're located. All the apply pistons have rubber seals. New seals from the rebuild kits are fitted using special transmission assembly lubricant



STEP 08

Some of the components, like this clutch pack, are assembled into sub-groups and then fitted into the case. Clutch pack clearances are meant to be between about 0.020 and 0.090in. Most rebuilders set them at about 0.008-0.010in for each friction plate. The clearance is adjusted by fitting different-thickness intermediate steels, usually referred to as just steels



STEP 09

Pump side clearance is also essential. This is measured using a straight edge and a feeler gauge as shown

STEP 10

Where there are double ring seals as on this pump shaft, the gaps in the rings should be set opposite each other, much in the same way that pistons rings are installed with the gaps at opposite sides



1



2



3



4

STEP 11

When it comes time to start filling the transmission case, you are working from back to front. If you were ever to attempt the job at home you'd really need a good manual or plenty of experience. Naturally the guys from BBE Auto have plenty of both



Some clutch packs are assembled directly into the case along with the planetary gearsets, which are the core of any automatic transmission. Most components in automatic transmissions can't really be misaligned; if they are, the next components just won't fit

STEP 12



The marks around the edge of the case are from the water, but they're just that, marks. The surface is completely smooth and will seal perfectly after the new valvebody lower half is fitted. A number of gaskets are supplied with each rebuild kit. The holes in the gasket must match the holes in the valve body separator plate

STEP 15



STEP 13

The direct drum carries the heavy-duty replacement sprag (under the gold coloured plate). Here, Gilbert is fitting the apply band for it. This also has uprated Kevlar friction material



STEP 14

This apparatus is used to set longitudinal freeplay. The central measuring rod is dropped until it makes contact with the thrust bearing, and the gasket must be in place for this as shown. The measuring rod is then transferred to the case, above the direct drum in the transmission. The distance between the thrust washer and the tip of the rod should be between 0.020 and 0.045in, and then the pump can be installed



CLOSER INSPECTION

OF COURSE, the transmission had to be built before it could be tested. The original unit we were going to fit turned out to be beyond salvage, so BBE found the one pictured on page 130 for us. But it also had some problems. When the sump came off, Gilbert, who's been rebuilding transmissions for over 20 years, said he'd never seen a valvebody with this much rust on it.

Valvebodies can be refurbished by boring out valve bores and fitting oversized valves and other replacement parts. But pretty clearly, this valvebody was way beyond that. In any event, the rust didn't matter too much because it was always going to be converted to a full-manual trans, so an aftermarket BTE valvebody and separator plate were always part of the plan. The rust hadn't penetrated too far and the internals cleaned up quite well. Most of the rust you can see on the parts in the dismantling shots was transferred during the valvebody removal.

The factory direct drum was also rusted, but it too was scheduled for replacement. The direct drum carries a sprag-clutch, and the factory unit is a particular weakness in the Turbo 350, as the outer races on these sprags tend to break at around 350hp. There are aftermarket races available, but John isn't keen on them. Rather, he feels it's best to replace the entire drum with an aftermarket performance version. In addition to being thicker and stronger, these drums come with a 36-element high-performance sprag that can hold as much as 1000hp.

Obviously, the clutches in any transmission undergoing a rebuild are replaced. Not surprisingly, the used ones out of this transmission looked worn, but things weren't as simple as that. Gilbert said that the loss of friction material looked more like it was from moisture rather than straight wear, pointing out that parts of the material were flaking off the backing steel rather than simply wearing away.

STEP 16

Finally, the sump is bolted in place and the Torana transmission is ready to go on the dyno. There are many more steps involved in both dismantling and re-assembling a Turbo-Hydramatic 350; we're simply showing you an overview rather than how to rebuild a transmission



Although we'd heard about them, we'd never seen a transmission dynamometer before. They're an excellent idea for testing your transmission before it goes in the car. We were able to run the transmission through the gears and test all the line pressures before it went into our Torana hatch



TESTING, TESTING

THE Axline transmission dynamometer tests elements of a transmission that would be difficult or impossible to assess after installation. The dyno runs the transmission through the gears under a variety of simulated operating conditions.

Simple noises are a case in point. The operator can stand right next to a running transmission and listen to it without engine noise while visually checking it from every angle. Hearing exactly when any noises are present in a trans is an invaluable diagnostic tool. A high-pitched noise may indicate a worn pump. A noise from the converter can be confirmed by listening to when it occurs. If, for instance, there's no noise in Park or Neutral but there is in Reverse and Drive, it's likely a turbine bearing fault. When gears are engaged, pressure increases and the two halves of the converter tend to separate, which loads the bearing and increases noise.

Pressures, shift points and speeds, down-shifts, converter lock-up characteristics, stall speeds and more can be tested, logged and recorded. Vacuum circuits on older-style transmissions like the 350 can also be tested, as can solenoids and modern electronic control systems.


PUTTING transmissions back together properly is as much about diagnosing worn components as it is about fitting new parts. If the old parts aren't diagnosed properly problems could be missed and may recur when the transmission is back in service.

John suggests that friction material for automatic transmissions is often misunderstood. Sure, it needs to be high-quality, but it needs to be matched to the application. Friction material designed for higher-performance applications is harder and may not work as effectively under less demanding conditions. Surprisingly, harder friction material may result in a slower, softer grab because of the lower temperatures and pressures. Softer friction compounds work much faster and can grab virtually instantly, but if the material is too soft it will wear very quickly. Originally, our idea was to fit Raybestos blues because of their reputation, but after John explained all this to us we followed his advice and fitted the regular Raybestos tan types.

Clutch engagement speed is vital for performance, but holding power within a clutch assembly is just as important. Obviously, increased holding power is achieved by increased pressure within a system. Standard pressure within a TH350 might be something in the order of 120psi. If an apply piston has an area of, say, four square inches, the clutch pack on which it acts will have a clamping pressure of 480lb/in². Line pressure in this transmission was upped to 180psi, so clamping pressure would also rise to 720lb/in². That will hold quite a bit of torque.

While increasing pressure in the main circuit will push the clutch plates together more tightly, it doesn't do much for the speed of engagement. Making things happen more quickly calls for valvebody modifications. There are a number of aftermarket valvebodies available and these also should be matched to the correct application.

The final modification to our Turbo 350 was fitting a deep cast-alloy sump. This serves several purposes. First, it simply holds more transmission fluid, so operating stresses are dispersed through a greater amount of fluid. The increased fluid volume can also absorb more heat. Also, because the sump is finned, it has a greater surface area than the smooth factory unit pressed from steel sheet. Greater heat rejection through a larger surface area also helps keep operating temperatures low.

One more feature of the thick cast-alloy sump is that it's much more rigid than the pressed factory unit. This bridges the void in the underside of the transmission case with a strong structural member, which strengthens the case and resists torsional strain. 

The drive plate is bolted to the converter at the front end and the output is connected via this splined coupling at the back end. This means the input speed can be closely controlled and both the input and output speeds can be precisely measured



Pressure lines with quick-connect fittings are hooked up to the input and output feeds on the transmission to circulate trans fluid through the TH350; there's also a pair of pressure monitoring lines near the rear of the trans that have to be connected as well



The transmission dyno is also an excellent place to check for leaks. The fluid under our TH350 is just from spillage, but any leaks show up straight away and can be acted on quickly



This handy electric hoist is perfect for lifting the transmissions on and off the trans dyno. Anyone who has lifted a transmission and converter will appreciate what a difference something like this makes to your back!



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DIRTY STUFF

WILLIAM PORKER

HAVE a watch. I have never worn this elegant wristwatch, which has been stored inside a bottom drawer in my office for the past 25 years. There is a story to this piece that marks time – although the tiny battery inside has long lost all its electricity, I keep this small souvenir to remind me of a warm Melbourne morning and a 180km/h average for too short a time around a famous test track.

This watch has a flat biscuit of a stainless-steel case, the hours marked in gold on its face. There's the word Castrol in red above the centre pin but below that, written in bold green etched with red, is the reason why I was given this watch at a press conference: TXT, Castrol's first ever fully synthetic engine oil, announced to the Australian retail market early in 1990.

Castrol needed launch publicity, and this is how I came to be involved in their marathon endurance attempt. I was writing for several motoring magazines back then, including *Wheels*, where I was contributing a monthly column. Castrol approached then-editor Peter Robinson with an idea for a feature story – a marathon test involving two new V8 VN Commodores, and Holden's Lang Lang proving ground.

Their plan was for Larry Perkins to dismantle their engines, gearboxes and rear axles and rebuild these back to factory specifications in his Melbourne workshop, fill the engine sumps with the new TXT oil and haul these shiny new sedans to the 4.83km banked saucer track at Lang Lang.

With permission from Holden's top management, a team of experienced test track pilots would take turns in driving sessions of two hours each for 16 long days, just to prove that Castrol's new synthetic oil would keep the five-litre V8s alive over that distance, but with a major torture element added: These VNs were to be driven the entire distance in fourth gear only of their five-slot box. The average speed around




bearings and pistons would live through all this. Then Larry would tear down the engines again when this marathon was over, and show the results to the press in his workshop.

My involvement was an invite to Lang Lang on behalf of *Wheels*, with free flights and accommodation and the promise of several laps close to the surrounding Armco guard rail, right foot hard down on the accelerator and the speedo needle rock solid at 180km/h. Although I had driven plenty of racecars on road circuits before this, this was going to be something really different.

ripple-free concrete. They said at the start I could almost take my hands off the steering wheel at this speed, and the Commodore would still track safely high up in the outer lane. The nerves take a bit of a hit when the silver Armco is blurring past a metre off your right-hand door at 3km a minute, but I kept my concentration tight and conversation to a minimum, with the engine audibly screaming that life was incredibly tough when the tach needle sat steady at 5000. I did wonder if they had fitted decent high-speed tyres to this machine.

But I got in a dozen laps before the execs pulled the pin on my marvellous fun, and as I was easing off to end up back on the infield and hand over again, they told me the unofficial lap record around there was currently held by Frank Gardner, at somewhere over 220km/h in a race-crafted BMW. I didn't disbelieve them.

Both VNs had their problems during that ultimately successful run: leaking water pumps, rock damage to a radiator, and forced cylinder head changes caused by severe exhaust valve seat recession through drinking unleaded fuel. I flew back down to inspect the dismantled engines with Larry, but apart from the deep exhaust valve pockets in the five-litre heads, all the other bits were virtually unmarked.

The TXT had done what was asked of a brand new product, but it doesn't live on auto shop shelves anymore. Castrol has morphed it into their classic range of oils; you can now buy the same full-synthetic stuff as 5W-30 Edge, and remember Lang Lang. 

THESE VNS WERE TO BE DRIVEN THE ENTIRE DISTANCE IN FOURTH GEAR ONLY. THE AVERAGE SPEED AROUND THE 45-DEGREE LANG LANG TRACK WAS SET AT 180KM/H, AND EACH CAST-IRON ENGINE WOULD BE BELLOWING AT 5000RPM!

the 45-degree four-lane banking of this dramatic concrete saucer was set at 180km/h, and each cast-iron engine would be bellowing at a steady 5000rpm!

All up it would be 64 two-hour-long test sessions, and Castrol was supremely confident their new product was not about to fail – they were going to rack up 30,000km with each unbelievably stressed car, only changing the TXT once at the 15,000km mark, and the camshafts,

A Castrol guy picked me up in the early morning and we drove south to Lang Lang. I got through their guard at the gate, and watched as the two VNs circulated high on the banking until one rolled down and stopped on the infield, where I took over the test pilot seat and, with three other Castrol execs as passengers, lit the fuse and accelerated hard through the gears of this still-hot motor car.

It's not difficult to race at 180 on that almost

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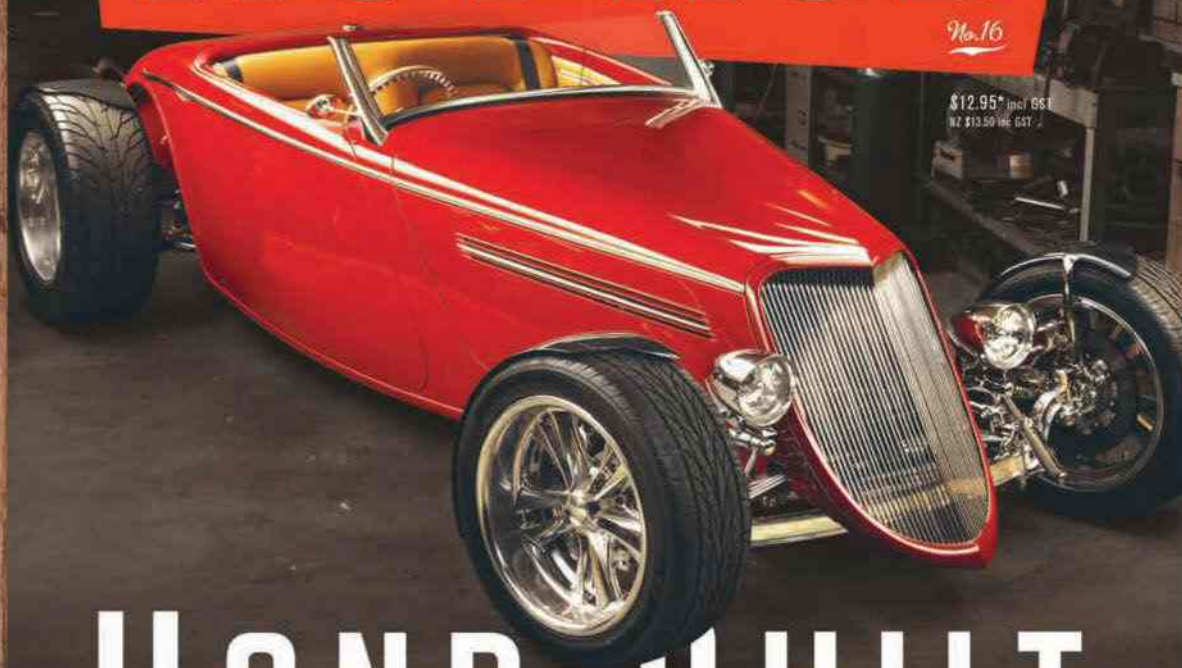
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WILD AT HEART

VICTOR BRAY

THE year has got off to a busy start. We've had a fair bit happening in the workshop, getting set up to do everything that we used to do in the past, including some V8 demos, full-time drag racing and travelling around the country. We've also got our hands full with a couple of street machine projects, including a 1951 Buick Roadmaster and working on my old faithful '57 Chevy. I've put a RetroRack in it – what a great product! It bolted straight in and *voilà* – power steering! It's so I can cruise it a bit easier; it must be my old age. The old girl has earned her semi-retirement as an everyday streeter.

The Buick I've actually had at Summernats once. It's a big car to put in the truck and a bit hard to load and unload. We bought it out of the States and have been doing a bit of work on it lately. We decided to fit a 1950 Buick waterfall grille and '55 Caddy dagmars, and have also been ratting it up a bit. Plus it's got a lift-off Carson top so you can run it as a convertible. It has a 1966 Ford Thunderbird interior and I suppose you could describe the car as a bit of a lead sled. It's a nice car; hopefully I can drive it to Summernats next year.

We've also been working on a 1952 Chevy two-door that we are making into a cabriolet-style coupe. I've always wanted that particular model and we finally got hold of one. In fact, Benny bought it for me in the States, and with some help from Little Mick we are just modifying it now. Believe it or not, when I got

the car the roof was chopped too much, and we've had to raise it. I couldn't sit in the car; my knuckles used to hit the roof from the top of the steering wheel! So we lifted the roof, but it still has a six- or seven-inch chop. The project is taking a lot of work but is going well.

I'm planning on returning to the track at the Santos Super 3 Extreme meeting at Willowbank over Easter. Who knows, we might even get to match-race some of the turbo boys. Willowbank has been good enough recently to let us do some evening test time. That's really given us a big step forward, because you are testing in conditions that you are actually racing in. I want to do one or two more of them before Easter to make sure I remember how to drive. Ben teases me about that all the time; he reckons I'm "a silly old bugger" and have probably forgotten how! If we get the cars ready for Willowbank's Lights Out Friday-night events we might just see who the silly old bugger really is!

Do I want to keep racing? Yeah, I reckon I have a few more years in me. I can't see that I'll be racing at 84, like that Top Fuel guy Chris Karamesines in America. I don't want to race forever – there's so many street cruisers I want to finish in the workshop. The diehard racer Victor Bray is still there, but I hope these days he's getting a little smarter and wiser.

The Nationals at Calder Park seemed to go really well. We went down there a few years ago with Slamfest. The track is old, but it's not bad. They put in all the guard rails and Peter

Pisalidis did a great job promoting the meeting. Zappia was head and shoulders above the rest of the Doorslammer guys. That's pretty normal!

There was a bit of criticism about the track leading up to the weekend, but the story I got back was that the track was excellent over the first half, while the second half came good late in the day. That's just a trait of a track that doesn't get a lot of high-powered slick-equipped cars racing on it. It will continue to get better.

Overall, I think the sport is in pretty good shape. A lot of people are criticising the fact that the sport is split in two – the 400 Thunder and ANDRA series. I don't see it that way. We get twice the races and we can run in all the capital cities. It's not like the old days when someone could say to you: "You can't run here, you can't run there." Both sides want the racers to come to their tracks, so I look at it as twice as much racing. We intend to run both series, depending on our budget.

For 2016 and beyond, we had a look at what we did in the past and realised we had been doing similar things for a lot of years with the burnout and race cars. We decided that we want to spark things up a bit; we can see some areas where we can do things better. Being away from it for six months or so with Benny's rehabilitation has given us the opportunity to see where we want to head with a fresh pair of eyes.

Am I excited about the future for Team Bray? The answer is an absolute yes! 🏁



THE NATIONALS AT CALDER PARK SEEMED TO GO REALLY WELL. ZAPPIA WAS HEAD AND SHOULDERS ABOVE THE REST OF THE DOORSLAMMER GUYS. THAT'S PRETTY NORMAL!



URBAN WARFARE

MARK ARBLASTER

BOASTING A MONSTER TWIN-TURBO LSX-BASED 427, NATHAN'S MAZDA RX-3 IS HEADED FOR THE 200MPH ZONE



EX-ROTOR ROCKET

> A SIX-SECOND PASS IS ONLY A MATTER OF TIME FOR NATHAN FARRUGIA'S WILD TWIN-TURBO LSX-POWERED RX-3

THE turbo revolution has evolved from a snowball into an avalanche, and one of the country's most impressive rides to head down that road is the twin-turbo RX-3 of Sydney's Nathan Farrugia. Boasting 1700rwhp from a twin-turbo LSX-based 427, it's a basically stock-bodied car with a ladder-bar rear, and has already managed a 7.6 at a whopping 194mph on radials and with 24lb of boost.

Nathan's Mazda was purchased a few years back with a 20B rotary in it, and was raced like that a couple of times, managing an 8.40. But Nathan wasn't really looking to invest much in that combo.

"Nathan wanted to do something different with the car," says Dale Heiler, owner of Castle Hill Performance, who built the engine. "Initially it was a cheap build; a 427ci LSX block with your basic hydraulic-roller cam and a run-of-the-mill [Manley] rotating assembly. We jammed a set of GT42

turbos on the engine and did all the fabrication and plumbing work in-house and it cranked out a 7.80 on its first time out."

Despite that super-impressive debut, the boys were looking for more. "We decided to step the turbos up and changed them to GTX 47/88s, which had the combination making 1400rwhp," Dale says. "But then we broke the crank; it snapped the front counterweight right off it. The block was fine, so we upgraded the rotating assembly to a Callies billet and centre-counterweighted deal, and upgraded the Manley rods to Oliver's with 10.5:1 compression."

The heads are a set of Nathan Higgins LS7 CNC-ported items with Cometic head gaskets, Crower solid lifters and a whole bunch of other top-shelf go-fast bits, to support future plans of jamming 40lb of boost into the motor.

The intake is stunning piece of gear produced by Shaun's Custom Alloy in Sydney and fitted

with 16 2200cc injectors running straight alcohol.

A Haltech CDI provides the spark, with an Elite 2500 ECU and a fly-by-wire throttle system that can use all the refinements offered by the ECU, such as traction control. Other Haltech upgrades include eight exhaust temperature sensors, dual wideband air/fuel ratio and the new Race Expansion Module, which allows for 23 datalogging sensors covering everything from crankcase and coolant pressure to boost, timing, exhaust-back pressure and converter slip.

All the turbo manifolds and plumbing were made in-house by Dale and fitted with twin Turbosmart 60mm wastegates, while on the pressure side of the intake two Turbosmart 50mm blow-off valves release the boost on back-off and launch.

Despite being an all-out race car, the fabrication work and level of fit-up is super-neat. Lift the hood and it all looks like it could have come that way from the factory.



ABOVE: Under the bonnet – and how cool is it that all those horses are contained beneath the standard lid? – is a work of art, with a Shaun's Custom Alloy intake, a pair of GTX 47/88 turbos, a pair of CO₂-operated 60mm wastegates and big blow-off valves. The intercooler shown here has since been ditched as a restriction

BELOW: Since we featured the Mazda in *Street Machine LSX Tuner #1*, the boys have fitted a new 'glass nosecone, after the original came loose across the finish line. Imagine running zoomph in this!



But it hasn't been all gravy for the guys. "Transmissions have been a real issue for us," Dale says. "We are running a two-speed TH400, but on three occasions we have broken the intermediate shaft on the shift while the motor has been at 8000rpm and full of boost. You can just imagine how bad that is for the engine, not to mention what it has done to the transmissions. We have someone else on the job now and it all seems to be going well with one of the older-style 10.25in weld-together ProTorque converters."

The rear end is a pretty basic ladder-bar set-up and mini-tubs. The car is running a Mickey Thompson 315 radial, and in the boot is a single 20-litre fuel cell with a cable-driven fuel pump mounted under it.

"The biggest limiting factor for the development of the car has been its persistent wheelstanding," Dale says. "When it doesn't wheelstand it's like driving a Falcon. We need to have a good look at

the shocks on the car, both front and rear, and we have a set of Menscer shocks coming."

Right now the car is running 7.60@194mph with relative ease and still recording a healthy 1.21sec 60-foot. The biggest single improvement recently has been the addition of a CO₂ bottle to the wastegates, which allows the Haltech to bleed off boost on the startline.

The combination has about 35 passes on it already, but the boys have not been able to get a full pass down since cranking the boost up to 40lb, although Dale reckons the car will run 6.70@200mph easily. "We have tuned the car to 1755hp at the rear wheels on 24lb, but I'm confident of cranking out 2200rwhp with the boost cranked up to 40lb. From here we just need to get it to the floor.

"While a six-second pass is clearly on our radar, the real goal for Nathan is to run 200mph. We should get that done next meeting."

> ARBY CHAT

STEALTH BARRA

IT SEEMS we have seen every engine combination known to man in Ford Capris, but one that makes the most sense is being considered by Rick Wallace in Canberra.

A stock Barra motor with a decent front-mount, injectors and cold-air intake on 18lb of boost will make 500rwhp, so they're the perfect choice for a street machine. They're a lot lighter than a V8, and available for a few thousand dollars.

Rick says he can get the car legally registered with an aspirated 4.0L six-cylinder in it, and is toying with the idea of rear-mounting the turbo to keep it out of sight.

With a Powerglide transmission and BorgWarner diff, the car should weigh 2600lb in full street trim, which would equate to a mid-to-high eight-second pass on a radial with a bog-stock engine.

By running a 275 radial Rick should also be able to get away with not mini-tubbing the car. Stay tuned for more on this one.

GAZZARD SPONSORS US EVENT

THE Gazzard Brothers' worldwide fame continues to grow with their Aussie-made traction bars, split leaf springs and sliders. The big news is that they're sponsoring the upcoming Leaf Spring Racing Unlimited class at the Outlaw Street Car Reunion, to be held at Memphis International Raceway on 16-20 March this year.

LESS THRUST

ONE OF the biggest issues with turbo engines in any race application is that when you put the engine on a transbrake to build up boost, the crank is driven forward in the block, which destroys the factory thrust bearings. This leads to excessive crank end float, which can happen quite quickly in an LS as they have such small bearings.

A new bearing support, designed by Castle Hill Performance, incorporates a Torrington bearing that sits over the crank on the factory shim and is fed oil directly by the stock oil gallery. At \$795, they are a bargain, and use four factory-block bolt holes to fit. To attain the correct end float, you simply machine the factory spacer to the desired width before bolting the bearing support to the engine. End of problem!





RIVERINA SCREAMER

RIVERINA skid king Martin Tooth is in the process of upgrading the motor in his Holden one-tonner, after popping a head gasket and bending a rod at Brashernats last year.

With plans to sit the tach on 9000rpm, an LSX block was called for, with a custom-made 3.25in-stroke Callies centre-counterweighted lightweight crank, extra-long 6.35in rods and Ross pistons.

"It's a pretty serious engine," Sam Fenech from Westend Performance says. "We are going to run

an L98 head with titanium valves and a solid-roller cam with Morel tie-bar lifters. The manifold will be a Shaun's Custom Alloy high-rise intake with a Blower Shop 8/71 supercharger. It's not about making horsepower, it's all about being able to rev the snot out of it, and with the blower at 25 per cent overdriven this thing is going to scream."

Other modifications will include a four-stage dry sump set-up with EFI on the Enderle Big & Ugly injector hat, and with so much money invested in the build it's expected to spend 12 months sitting on the sidelines.

STEALTH STREETER

WE LOVE seeing cool and tough retro machines, and one that really floats our boat is the twin-turbo upgrade Peter Surace has had the boys at Russo Performance complete on his stunning HK Monaro.

Many people would be content to wave a duster over a stunning car like this and bury it in a shed, so it's great to see guys like Pete still using his car in the manner it was built for.

While the canary yellow gloss tells one story, nearly 1000hp at the rear tyres from the twin-turbo LS tells another, and that's the one we're really interested in.

"I originally bought the car off Guntree a few years back as a roller," Peter recalls. "It's a HK GTS 307-cube car. I wanted something that would be killer as a real street car – not for the drags or



anything, maybe for Powercruise-style events. It's had a full bare-metal restoration, but the biggest part of the build has been the Russo Performance-built 400ci engine with twin 71mm BorgWarner turbos."

The combo is still running a stock 2010 VE Commodore ECU and is loaded with around 20lb of boost, which makes an impressive 990hp at the treads. There's a front-mounted air-to-air intercooler, and with so much boost the car has been set up exclusively on E85.

"I didn't want to go cutting the car up, so it's still untubbed and running a leaf-spring rear end with a nine-inch diff," Peter says.

"The biggest job has not been the restoration, but the amount of fabrication to make it all fit and be functional. That, and paying for it!"

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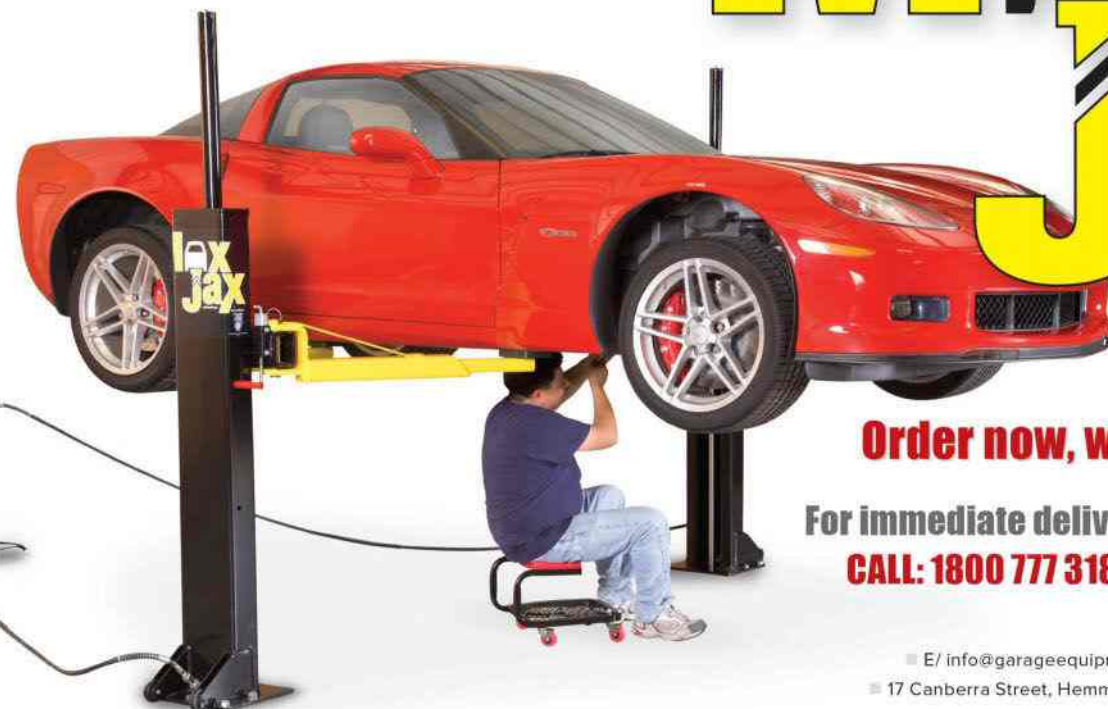


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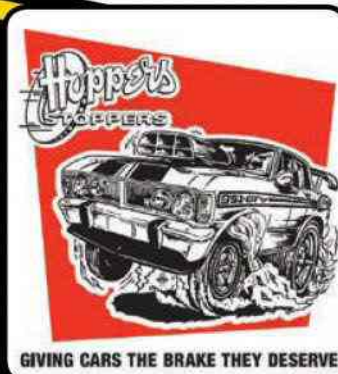
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APSA TOP 10 LISTS

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PRO STREET BLOWN

D Luppino/G Forster	6.69/219.51
Peter Pissalidis	6.83/208.81
Craig Hewitt	6.87/202.03
Steve Athans	6.96/190.08
Karl Wicht	7.26/189.55
Tommy Raikko	7.30/198.82
Paolo Todarello	7.51/186.95
Michael McGrath	7.55/182.01
Nathan Hagenson	7.83/181.57
Adam Smolders	7.90/171.40

PRO STREET UNBLOWN

J Somma/T Papadopoulos	7.93/168.24
Tony Nicolaci	8.01/168.70
Geoff Campbell-Brown	8.10/166.68
Andrew Milford	8.25/163.41
N Dalipi/C Brewer	8.30/162.65
Barry Hall	8.39/160.18
Paul Beauchamp	8.30/156.75
Chris Stevermuer	8.48/158.91
Darren Edwards	8.72/152.92
Darryl Dando	8.91/151.85

MODIFIED STREET BLOWN

Joe Gauci	7.15/202.27
Stuart Henry	7.21/195.17
P Pronesti/M Hayes	7.31/190.94
Michael Arnold	7.43/188.49
Johnny Wilson	7.53/176.21
Mick Voase	7.54/194.27
Paul Cibotto	7.64/188.96
Brett Benz	7.87/179.42
Greg Tsakiridis	7.87/173.09
Anthony Fichera	8.04/173.36

MODIFIED STREET UNBLOWN

Danny Sharban	7.67/179.64
Mick Brody	7.86/172.39
Tony Cusolito	7.88/178.00
Kon Michaloudakis	8.28/163.28
John Habib	8.47/160.73
Mark Drew	8.47/160.65
Leo Vangelovski	8.49/159.80
Andrew Halstead	8.55/163.55
Wayne Lear	8.54/157.30
Pier Baiocchi	8.89/150.23

TRUE STREET

Anthony O'Connor	8.53/157.63
Dean McMahon	8.60/158.33
Andrew Searl	8.70/156.35
Janelle Scott	8.96/150.68
Anthony Visintin	9.09/147.91
Jason Benz	9.12/148.72
Greg Aitken	9.40/143.52
N Bonikos/T Cusolito	9.43/146.56
Shane Elvin	9.45/141.11
Peter Haravitsidis	9.64/137.76

RADIAL OUTLAW

Daniel Nunziente	7.00/220.66
Michael Kalaitzakis	7.09/210.67
Marc Leake	7.29/196.63
Steve Bezzina	7.38/194.49
James Horan	7.43/190.35
Perry Bullivant	7.44/202.52
F Marchese/J Gauci	7.75/190.11
Frank Canistra	7.82/172.06
Nathan Farrugia	7.83/178.97
Shane Crichton	7.87/174.03

10.5 OUTLAW

Paul Mouhayet	6.08/244.52
Robert Campisi	6.28/235.35
Frank Mamone	6.38/229.47
S Fenech/S Sarkis	6.39/234.00
Simon Kryger	6.59/208.97

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Holden Monaro SC
572ci Chev Mustang TT
555ci Chev B LX Torana
400ci Chev T LJ Torana
400ci Ford T Cortina
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2JZ Toyota T RX2 Mazda
427ci NOS Ford Capri

440ci Ford Cortina

602ci Chev LX Torana
434ci LH Torana
452ci Chev LC Torana
632ci Chev Mustang
598ci Chev HZ Holden
350ci Chev '87 Pontiac
598ci Chev LJ Torana
540ci Chev HT Monaro
611ci Ford XT Falcon

372ci Ford T Cortina

615ci Chev N Capri
632ci Chev N LJ Torana
378ci Chev B HT ute
622ci Chev N LH Torana
555ci Chev N LX Torana
347ci Ford T Mustang
400ci Chev T VL Calais
430ci Ford N RX4 Mazda
350ci Chev T LH Torana

632ci Chev Capri

622ci Chev LX Torana
638ci Chev Capri
632ci Chev Capri
632ci Chev Torana
622ci Chev LX Torana
485ci Chev LH Torana
622ci Chev HQ Monaro
582ci Chev LX Torana
434ci Chev LX Torana

412ci Ford XD Falcon

440ci Ford XF Falcon
427ci Ford XE Falcon
420ci Chev LX Torana
447ci Ford XE Falcon
427ci Chev VL Calais
434ci Chev LX Torana
460ci Chev HX Holden
408ci Chry-Rambler Hornet
411ci Ford XY GT Falcon

600ci Ford T Cortina

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622ci Chev T LX Torana
435ci TT Ford Fairmont
240ci Toyota T Hilux
400ci Chev T LX Torana
370ci Ford T XY Falcon
13B Mazda T RX3 Mazda
427ci Chev T RX3 Mazda
2JZ Toyota T Toyota Cressida

526ci Ford Mustang TT

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STAGE WRITE

FIXING MY SON'S TERRITORY MADE ME THINK ABOUT WORKING ON MY 308 HZ PREMIER WAGON. AN OLD HOLDEN OR FORD IS SO CHEAP AND EASY TO REPAIR COMPARED TO THE LATE-MODEL CARS



RECENTLY I went to buy a new \$27,000 Honda HR-V for my wife. Back in 2010 we bought a new Toyota Yaris, which has always been serviced by the Toyota dealer, and the best offer we could get as a trade-in on a new HR-V was \$3500. The high changeover price threw a bucket of water over the new car idea, so we'll be looking for a good second-hand car now.

And it's a real eye-opener looking at the second-hand market. It would seem that eBay, Gumtree, Carsales and Facebook are the places to buy and sell used vehicles. Talking to some of my friends, they say Facebook works well because it reaches people in your area and just about any registered roadworthy car will sell for \$4-5K.

Many years ago we gave a young guy our old Commodore when he needed a car for his job. Some years later he's prospering, and bought a brand new Mustang. The Ford dealer offered him a paltry \$1500 as a trade-in on his Territory, so he gave it to my son. What goes around comes around.

My son accepted the Ford and we're now

working out what to do with it. It has the Ford factory built-in diff clunk, and a dozen other things to fix up.

One of the things we had to fix was the driver's-side window – it wouldn't go down. We took the panel off the door and found the switch was faulty; there was nothing wrong with the winder mechanism. So my son phoned the wreckers, but they had no window master switches; it appears it is a common problem with late-model Fords. We pulled the plastic switch apart and thought it might have been the rocker contactors, but no. Even directly connecting one terminal to the other didn't work. It must be in the little electronic board, and it's going to cost \$50 to get a new switch.

Another problem was the master cylinder; it needed a new one and you can't get a rebuild kit for them. The cheapest new one we could get is \$270. One place we called wanted \$600 for one – must have been gold-plated!

New rear brake pads were only \$55. Changing brake pads and master cylinders is a pretty easy job that anyone can do. Maybe bleeding the brakes is a bit tricky for some, but there's some

really good 'how-to' info on the internet these days to help.

Most of the work on the Territory we can do ourselves. However to get the rear bushes done by someone with a hoist and cradle, who can drop the rear end out and knock the job over in a couple of hours, is going to cost around \$1100. And the rest of the work is going to cost Dad around \$1500 to get the car roadworthy and registered.

So the decision we're facing is: Should we do the Territory up or simply sell it for parts? One wrecker has offered \$1000 for the car and I wouldn't be surprised if it could be sold for \$1500 on the internet for parts. But if we spend \$2600 on it we will have a car that will sell for \$5000. It is in really good condition.

My son is in his last year of uni and I was enjoying working on the car with him while he was on holidays. There wouldn't be many other fathers these days who can relate to working on cars with their offspring. I was thinking it is not confined to sons either; I know a family who are tickled pink that their daughter has an apprenticeship. At school she chose to do trade



subjects and did work experience, rebuilding hydraulic cylinders and auto electrical work. She will do well in her trade and make her parents proud. Lots of women are pretty handy with the spanners.

Fixing the Territory made me think about working on my 308 HZ Premier wagon. An old Holden or Ford is so cheap and easy to repair compared to the late-model cars. For instance, to get the HZ master cylinder re-sleeved and rebuilt only cost \$170. There's no electronics, like the ABS wheel sensors that plague the late-model Holdens, for instance. And the Rochester carburettor mightn't get the good fuel economy of EFI, but it's so easy to throw a new gasket kit in them every now and then. A top and bottom radiator hose for the HZ only costs \$15 each.

Something I can't speak of highly enough is the Swedish-made CTEK 12-volt battery charger. They don't look like much, but the 'smart' trickle-charger keeps the HZ wagon battery like new. In the past the chargers I've used have stuffed the battery. I'm not sure how old the HZ battery is, but the guy that put me onto the CTEK chargers says his battery is five years old and still starting his car fine.

The downside to my old HZ is it doesn't have cruise control, and the air conditioner needs regassing. I tried to sell it a couple of times for \$10K but no one wanted to buy it. Guess I'll just have to keep driving it! 🛠️

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04 SUITE AS

IMPROVING on the leading software in the custom tuning market isn't easy, but HP Tuners has done it with VCM Suite 2.25. This latest release offers current-model-year support for many existing applications, plus new applications like the Holden Colorado Diesel, Cruze, VF GTS and late-model Ford ECM and TCM support. The latest incarnation of VCM Suite takes advantage of recently enhanced parameter sets and new features for existing PCM and TCM combos. For more info visit www.vcm-suite.com.au.

05 DOWN THE BARREL

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06 TIDY UP

STILL trying to find your LS engine amongst a congestion of wires, tubes and ignition coils? Not any more! Proform has developed a valve cover that will take your stock LS engine and give it a totally personalised look. These new valve covers are taller than stock items, and can accommodate a wide variety of large-valvetrain applications. There are seven style choices, with raised or recessed Chevrolet and Bowtie emblems, LSX emblem, or no emblems at all for a self-customised look. Go to: rocketind.com.au.

07 MODEL CITIZEN

BIANTE Model Cars has created this 1:18-scale Ford Falcon Sprint, driven by Jim Richards to win the 2013 Touring Car Masters. The Falcon Sprint touring car model is limited to just 1200 units and comes with a certificate of authenticity signed by Jim, and retails for \$175. For more info visit www.biante.com.au or your local Biante Model Car stockist.

08 GOOD GEAR

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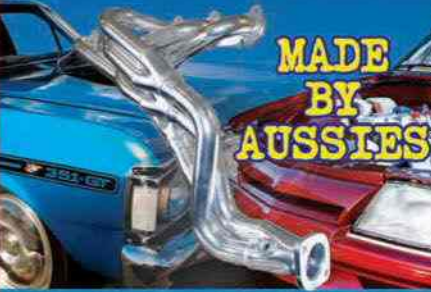


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This month we talk to Joe Sabato from
HUME PERFORMANCE



What is your business name and what do you do?

Hume Performance. We specialise in the supply, service and modification of carburettors, as well as engine building and engine dyno tuning.

Describe how your business came about.

I bought Hume Performance from Barry Birt when he retired in 2011. Barry opened his doors 1986 building most of Sydney's toughest street cars in the day. He then came across a deal with Holley supplying and servicing their carburettors. From there the fuel system side of the shop grew to where we are today. I've been working at Hume Performance since 1998 and took over management when Barry retired.

How many years have you been in business?

It's our 30th birthday in June this year.

How many people do you employ in Australia?

We have 6 employees

What would you say is your niche – what do you really specialise in?

Definitely the carburettor side of things would come first. We are the biggest in Holley, Rochester and Stromberg's in Australia and have been for decades. I'd say our engine building and in-house engine dynoing would be next in line.

What is your company's best-selling product?

Our line of remanufactured carburettors would be number one.

What are you currently developing?

We are constantly playing with different calibrations to suit current fuels and regulations for our customers. Having our own in house engine dyno helps us develop our tune ups to suit today's current trending fuels both on and off the track.

Do you collaborate with other Australian businesses?

Of course! We have many friends in this industry that help each other. Mick's Motorsport, Westend Performance, Les noyce Engines, Performance Innovations and many other's. We all support each other to give our customers the best outcome when needed.

What do you import from overseas?

Most our stock is imported from USA. Engine parts, carburettors, transmissions the list goes on and on

How much do you export overseas?

As we stock a lot of Holley small parts that are hard to find and some of the smaller size remanufactured Holley's that are no longer available, we export these to all sorts of countries around the world from time to time.

How much of your work is for Australian clients/customers?

We deal with customers all over the world, but of course our largest clientele is in Australia.

What achievement or product are you most proud of?

I would have to say my personal achievement is starting at Hume Performance as a teenager out of school and now owning and running a successful Australian business all these years later. I'm very proud of the products we supply, we pride ourselves on our workmanship and it's this that has set us apart from any competition over the years.

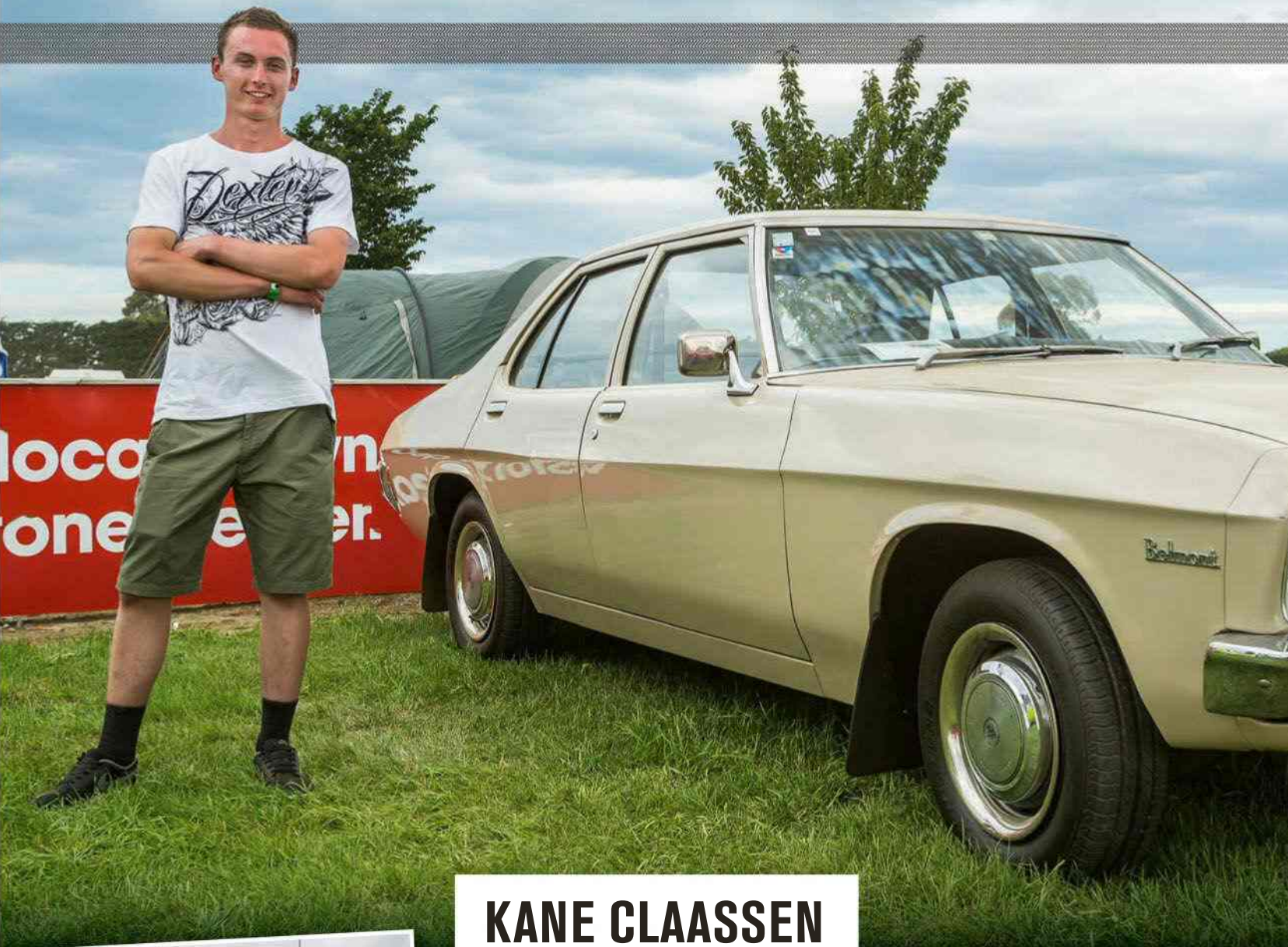
Further comments that you believe are of interest to our readers?

It's surprising that a lot of our new customers say that they didn't realise they can get customised carburettors in Australia and think you can only buy these from the USA. Of course the USA is advanced in the automotive performance industry but people have to consider that they have different fuels there. Getting a carburettor professionally tuned by someone in the states and by us will give you different results. To get your combination as close as possible we can do this locally reducing your tuning time.



YOUNG GUN

PHOTOS NATHAN JACOBS



KANE CLAASSEN

> 20, CHRISTCHURCH, NZ



I'M A fitter and turner engineer just coming to the end of my apprenticeship. I've always liked old-school cars; I'd had a few Ford Escorts, but once I got my first HQ Holden when I was 17 I just fell in love with them.

I've had this '74 HQ Belmont for about two months now; it's the seventh Quey I've owned. When it came along it was like no other HQ I'd ever seen, so I had to get it! It has only done 86,000km and is completely original.


The guy I bought it off found it in a barn a few years ago and it was kept in really good condition. Only the paint had deteriorated, so he got it resprayed in the original colour. The first owner had it for 30 years and must've barely driven the thing, then locked it away on a farm.

The interior especially has held up well; it almost looks like a new car! It even still has the spare wheel, and I don't think it has ever been used.

In terms of the running gear it's just a standard

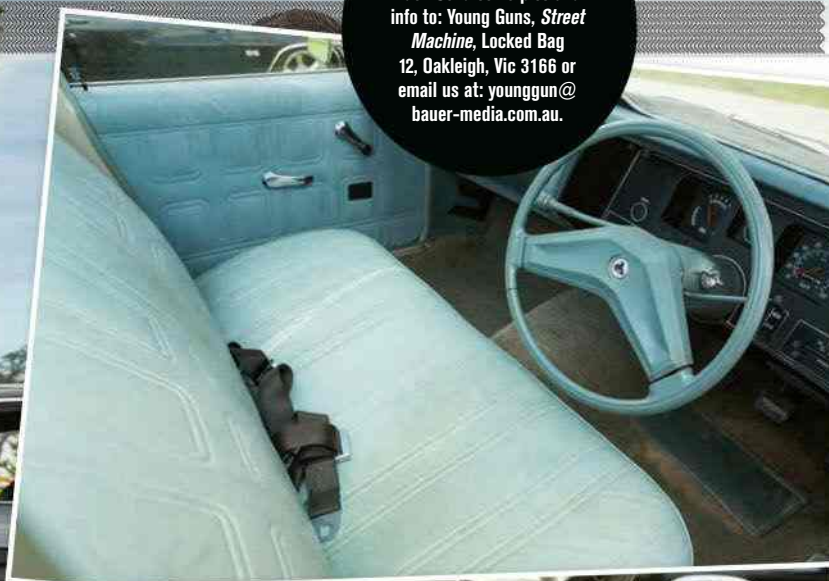
Belmont, so it has a Holden 202 six-cylinder in it with a three-speed column-shift manual. I haven't done anything with the engine because it runs fine and I want to keep it in original condition, which is going to be hard to do because I've modified every car I've ever owned! The only thing I've done is stick some Statesman hubcaps on it, but I've still got the originals sitting in the boot.

Being a Belmont it shouldn't have any features on it, but it has a cigarette lighter, ashtray and door mirrors on either side. I think it was originally supposed to be a police car but it ended up being sold to a private owner here in New Zealand.

I don't have any other cars anymore; this HQ is my one love now. I recently sold my other Quey and my old CJ Valiant limo project car (pictured left). I'll probably end up with another HQ down the road though; I'm always on the lookout for a good buy! But I won't be getting rid of this one any time soon. 



Aged around 21 or younger and have a neat ride? Send some pics and info to: Young Guns, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email us at: younggun@bauer-media.com.au.



I WANT TO KEEP IT IN ORIGINAL CONDITION, WHICH IS GOING TO BE HARD TO DO BECAUSE I'VE MODIFIED EVERY CAR I'VE EVER OWNED!



READERS' ROCKETS

SEND photos of your car and a few details of what went into the build to Readers' Rockets, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email readerscars@bauer-media.com.au. Please note: Send us copies of prints as we are unable to return your photos.

WIN! WIN one of three Eagle One gift packs, including Wax-As-U-Wash, 20/20 Glass Cleaner, Wax-As-U-Dry, Nev'r-Dull Wadding Polish and Wipe & Shine Detailer. See www.eagleone.com.au for info!



WINNER!
EAGLE ONE PACK

LEE HILL **XY FORD FAIRMONT**

"I PICKED up my 1971 Fairmont in early 2009. It was in very rough condition but it was a runner. A lot of people said it was too far gone to bother repairing, but I knew it could be done. I got it home and stripped it down to a bare shell for a full nut-and-bolt rebuild, which took three years. It had significant rust in all the usual places and once that was repaired I painted it in acrylic Limelight Metallic, which is a factory XY colour. I then had the interior re-trimmed in factory Saddle by my good friend Dave Palmblad. It's powered by a standard-stroke 302 Windsor with AFR alloy heads and a solid cam, backed by a fully manualised C4 transmission with 4500 converter and a 4.56-gear 31-spline nine-inch with a G-Force Detroit Locker. It has run a best of 12.3@110mph over the quarter, on pump fuel. All work, including the wiring, paint, panels, driveline and the mandrel-bent exhaust, were done by me in my shed without the luxury of a hoist. The only two things I outsourced were the machine work and the interior trim. I'd like to thank my wife Tiara for her patience, Dave Palmblad for the trim, my dad Terry and my mates Cole and Fritzzy for helping out with the build." Pics: Rick Welch



WINNER!
EAGLE ONE PACK



ROB BLOOMFIELD HOLDEN TX GEMINI

"I BOUGHT my '75 TX Gemini as a 253-cube skid pig that was full of rust. It has come a long way since then. I had a heap of bodywork and paint done at HIZnHERZ Custom Panels, and it came up like new. I then had

some mini-tubs put in by Gippsland Electric Gates, and it's sitting on a set of custom Boyd Coddington wheels – 18x7 fronts and 20x10 rears. It has a healthy 308 up front backed by a TH350 and a 28-spline BorgWarner diff,

with a McDonald Brothers two-link set-up at the rear. It's a fun skid rig with plenty of mumbo, but I have a 350 and Powerglide combo in the works for it at the moment, which should take things up a gear."

BRENDAN SIMPSON HG HOLDEN PREMIER



"THIS is my 1970 HG Premier, which I have owned for around five years. It started off as a 186 with a column-shift three-speed, but after 12 months of that my brothers and I swapped it over to a mild 350 Chev and Turbo 350 trans, which is loads more fun. Otherwise, it's mostly original; it just has a few extra Auto Meter gauges and some cool airbrushing under the bonnet, done by my mate Lucas."



LEE REED TD FORD CORTINA

THIS is my mate Lee's TD Cortina, running a 302 Windsor, C4 transmission and full-spool 31-spline nine-inch. Lee is as old-school as *Van Wheels* and has the mags to prove it; he also has every edition of *Street Machine*. He is a top-class painter and has sprayed a heap of cars and bikes for us (his mates). Words: Redmond

DANIEL BLOOD HR HOLDEN



"I HAVE finally completed the project I started when I was 17. My HR spent seven years in the paint shop, then another year to piece back together. After that I spent six glorious years driving it around with a 186 and triple SU carbs, but three years ago a mate suggested that the 350 Chev he had sitting in his shed would be a good fit in my car. So I pulled it off the road again for the transplant. She now runs a T350 'box and shortened VL Commo 28-spline diff, and rolls on 18-inch Showwheels. The car is fully engineered, registered in WA and street-legal. I would love the car to be lower and with wider tyres (215/18 is the biggest I can go), but with a few compromises here and there you can still have an awesome street car that's legal."



PAUL MILLER'S DAD HR HOLDEN

"THIS is our 1966 HR Holden sedan, which has had a complete restoration spanning five years. It was purchased as a project to teach my two sons about cars, and I spent countless hours in the shed working on it with them. The car was completely stripped, put onto a

rotisserie and painted by myself in Nissan Dark Red Pearl. Modifications include an FJ Holden front grille, HQ door handles, one-piece bars front and rear, and tail-lights grafted into the body as one piece. The engine is a 186 bored out to 192ci, with a Yella Terra head, twin

carbies, a Toyota Celica five-speed gearbox and disc-brake front end. I would like to thank Damian Murley for the panel work, Shaun Ryan for the mechanical work and my two sons Nick and Zack for their time and effort throughout the build."

WINNER!
EAGLE ONE PACK



BRUCE WOODWARD
1971 HQ KINGSWOOD

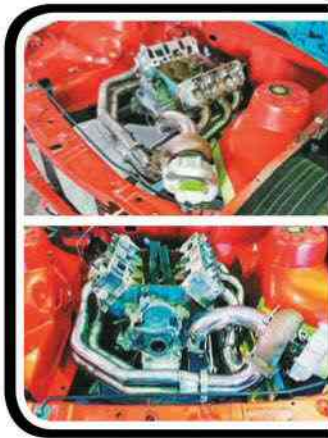
"I BOUGHT this HQ four years ago from a deceased estate; the car had been sitting for 14 years with 86,000 miles on the clock and still with the logbooks and original number plates. It had been painted for the former owner's 80th birthday, and I was told she passed away six months later. I bought a set of Center Line wheels for it and an LS1, and added CNC-ported standard 241 heads and custom Comp hydraulic-roller cam. Keeping with the old-school look, I opted for a Victor Jr intake and Holley throttlebody. It runs a 4L60E with a 4500 converter, and a brand-new 31-spline nine-inch with a 4.11-geared Strange nodular iron Truetrac centre. The interior has barely been touched, other than adding a nitrous button to the original knob and fitting the speedo in the GTS cluster with an Auto Meter digital display. The car has run a best of 10.50@132mph. Thanks to my wife Sarah and the kids for putting up with me and the car, my dad for all his help, Geoff at TR Engines, and Performance Wholesale." Pics: Steve Kelly

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SLEEPERS

STORY AIDEN TAYLOR PHOTOS STEVE KELLY



**I'VE LINED UP AGAINST
McLARENS AND 1000HP
COMMODORES AND GIVEN
THEM A PRETTY BIG FRIGHT**

DAN McCOSKER 1984 TOYOTA COROLLA

> BRISBANE, QLD

WHEN Dan McCosker wanted to go faster, he didn't look at making more horsepower, he went down the weight reduction path instead, building this mental 1JZ-powered Toyota Corolla panel van.

I guess the obvious question is: Why'd you pick a beige Corolla panel van to build a weapon out of?

A lot of it was peer pressure to be honest! My mate Kristian Goleby has one as well, and when I told him I wanted a lighter car to stick my Toyota 1J engine in he talked me into getting a Corolla panel van. The motor was originally in my old Cressida sedan, which was pretty quick, but when you stick the same gear in a car 400kg lighter, it's a whole other ball game. And it had to be a panel van because they're 1kg over the minimum weight to get the car mod-plated and registered with the

turbo six-cylinder. I wouldn't have been able to get a sedan legal.

How long have you had the car?

I've had it about two years now. I spotted it on Gumtree and it was just sitting in someone's front yard as a parts car getting rusty, so I snapped it up, repaired the rust, then set about swapping the engine from the Cressida into the Corolla.

That doesn't sound like an easy job.

It was very hard. I had to cut out the transmission tunnel and firewall, then refill it with 1.9mm sheet metal to get the engine to fit in the bay. Then I got a set of custom mounts made by KE Conversions and swapped all the Corolla front suspension gear for the front end off a Corona. Not a single off-the-shelf part was used in the build and I did pretty much everything myself. I just went out and got a cheap welder and got stuck into it. I'm a diesel fitter by trade, so it wasn't a completely

new thing, but it certainly wasn't easy fitting the turbo six into a car designed for a little four-cylinder.

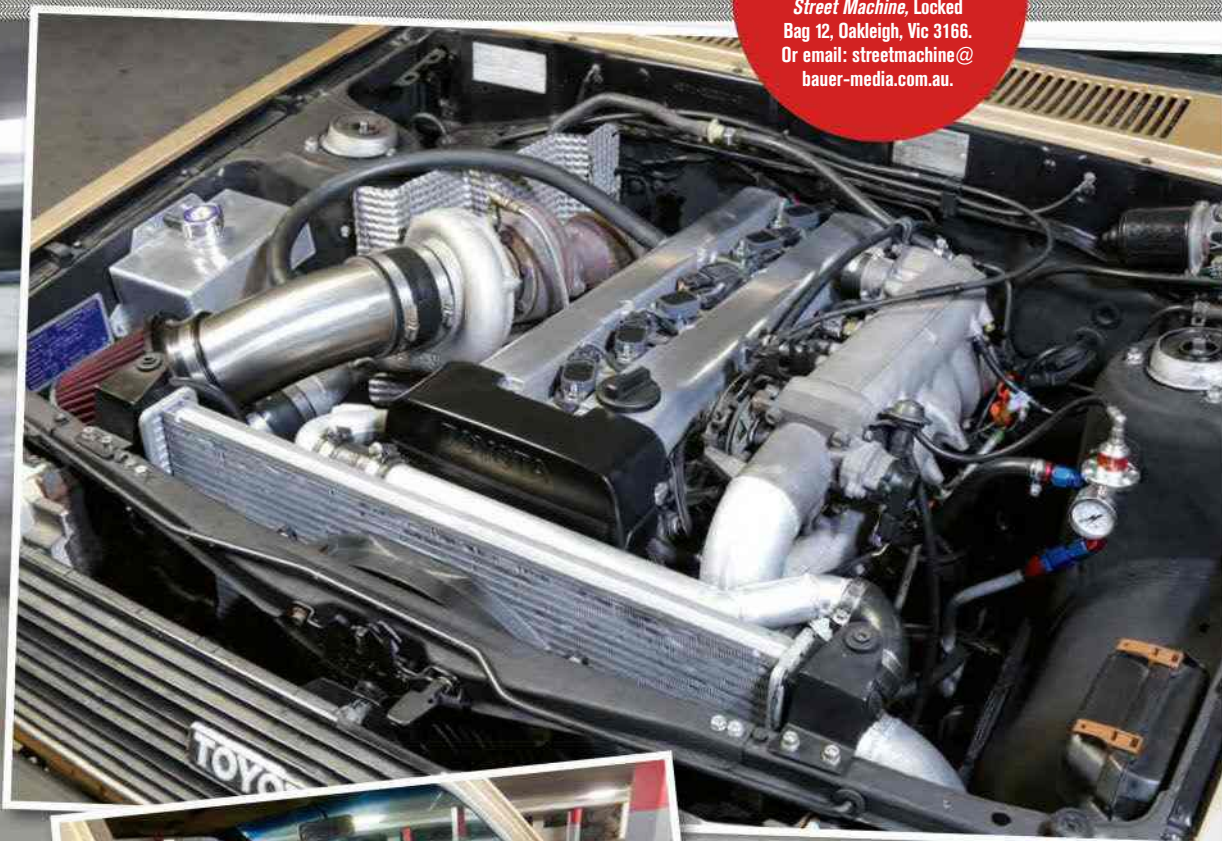
Talk us through the driveline.

The 1J is hooked up to the standard Toyota four-speed gearbox that's had a new clutch pack and valvebody put in it to handle the extra grunt, and it uses a 3000rpm converter. It has a custom tailshaft rated at 1000hp, running into a HiLux 3.58 diff with a limited-slip centre. The rest of the suspension is pretty standard, but I made a set of CalTracs for the rear.

What've you done to the engine?

Honestly, not a whole lot. It's got a reconditioned 1J block from a twin-turbo Toyota Soarer with a stock bottom end and standard pistons and head. It has a single Precision 6466 turbo and one-off steampipe manifold, and makes 550rwhp on 26psi. The most we've taken it to is 601rwhp at 30psi. These things can't really handle much more

Got a car that looks mild, but goes wild? Send pics, car details and contact details to: Sleepers, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166. Or email: streetmachine@bauer-media.com.au.



ABOVE: Dan's 1JZ donk runs a factory bottom end, stock heads, pistons and rods, though he upgraded to ARP rod bolts after it threw a rod at Powercruise Powerplay about six months ago. Other gear includes a 272 Camtech cam, Supertech valve springs and titanium retainers. It's all managed through a Wolf ECU with a custom harness, and runs on E85

than 600rwhp before you have to start messing with the bottom end.

And how fast is it?

The best it has gone is 9.92@141mph on 26psi. It hasn't got a 'cage or parachute so they kicked me off the track after that.

Have you had any good reactions from unsuspecting racers?

All the time! I quite often take it to Queensland Raceway for the practice lap sessions they have, and it blows most stuff into the weeds. I've lined up against McLarens and 1000hp Commodores and given them a pretty big fright. It's a lot of fun.

Ever have any trouble from the cops?

I've got the fuel system hidden under the spare wheel, so there's no surge tank or anything weird in the cabin, and the whole build is pretty tidy. But touch wood, I haven't had any issues, and I've been driving it everywhere for a year! I guess they just don't notice it. 🗝️



> GAG OF THE MONTH

CAREFUL WHAT YOU WISH FOR

FRANK and Benny were walking along one day when they stumbled upon a magic lamp. A genie emerged and said he would grant the two men three wishes each.

"I wish the hot girl who lives next door found me irresistible," Frank said.

In a flash, it was done.

"I'd like a helmet," Benny said. In a flash, it was done.

"A helmet? You can have anything you want and you ask for a helmet?" Frank cried, incredulous. "Anyway, for my next wish I think I'd really like every hot woman in my neighbourhood to find me irresistible."

In a flash, it was done.

"I'd like a motorcycle next," Benny said.

Frank was again dumbfounded, but continued with his third wish. "Actually, I want every hot woman in the entire country to find me irresistible."

In a flash, it was done.

It was time for Benny's final wish.

"I wish Frank was gay."

And with that, he donned his helmet, hopped on his new bike and sped off.

Gud Dayser, email

GENEROSITY REPAID

ONE Sunday a priest asked his congregation to consider giving a bit extra in the offering plate. After the collection had been taken, the priest noticed that someone had contributed a \$100 bill. Thrilled, he told the congregation he'd personally like to thank the person who left the bill, and asked them to come forward.

A quiet, elderly lady stood up and slowly made her way to the front. The priest told her that for being so generous, she could pick out three hymns.

Excitedly, she looked over the congregation, pointed to the three best-looking men in the church and said: "I'll take him and him."

May Kinnersing, email

NO SPLIT BILLS

A DUCK, a skunk and a deer went out for dinner at a restaurant one night. But when it came time to pay, the skunk didn't have a scent and the deer didn't have a buck, so they put the meal on the duck's bill.

K Wackers, email

HOT PANTS

A HILLBILLY from up in the mountains walked 12 miles to the general store.



> FUNNY FOTO

"I don't care what the sign says, buddy, hand over the chips or else."

"Heya Zeke," said Jim, the store owner. "Tell me, are you and Thelma still making fires up there by rubbing two sticks together?"

"Sure are Jim," Zeke replied. "Ain't no other way."

"Well, I've got something to show you." With that, Jim pulled out a match. "Now watch this. If you want a fire, all you have to do is this." He struck the match on his pants, lighting it.

"Huh, well ain't that something," Zeke replied.

"But y'know, that ain't for me, Jim."

"Why not?"

"Well, every time I want a fire, I can't be walking 12 miles just so I can borrow your pants."

Stella F Fort, email

CLIMATE CONTROL

A CUSTOMER was continually bothering the waiter in a restaurant. First, he asked that the air conditioning be turned up because he was too cold, then he asked that it be turned down because he was too hot, and so it went for about half an hour.

But the waiter was very patient, carrying out the annoying customer's requests without protest. Finally, a second customer asked the waiter why he didn't throw out the pest.

"Oh, I don't mind," the waiter said. "We don't even have an air conditioner."

Gessy Showdim, email

SHARING'S CARING

A YOUNG man noticed an elderly couple sitting down to lunch at a fast-food restaurant. He saw they ordered just one meal, and that the old man then divided the hamburger in half, and counted out the chips so they had half each. Then the old man began eating, while his wife simply watched.

The young man decided to ask them if he could buy them another meal so they didn't have to split theirs.

"Oh, no," the old man said. "We've been married 50 years, and have always shared everything 50-50."

The young man asked the wife if she was going to eat. "Not yet," she replied. "It's his turn to use the teeth."

R Feach, email

TOO MANY

A MAN walked into a crowded bar waving a pistol, and yelled: "I have a .45 Colt with an eight-shot clip and I want to know who's been sleeping with my wife."

A voice from the back of the bar called out: "You don't have enough ammo!"

Kneadmore Sluggs, email

PURRFECT DISH

IN FRONT of a delicatessen, an antique collector noticed a little kitten lapping milk from a saucer. The antique collector immediately noticed that the saucer was a rare, priceless piece of pottery. So he quickly hatched a plan. He entered the store and promptly offered the shopkeeper two dollars for the kitten.

"He's not for sale," the shopkeeper said.

"Okay," the collector said. "I'll give you \$10 then."

"All right, deal," the shopkeeper replied.

"And for \$10 I'm sure you won't mind throwing in the saucer," the collector said. "The kitten seems so happy drinking from it."

> THOUGHT OF THE MONTH

**Instead of getting married again,
I'm going to find a woman I don't
like and just give her a house**

- Rod Stewart

"No way!" the shopkeeper said. "That's my lucky saucer. With that saucer, I've sold 16 cats this week."

Fi Lyne, email

TAKING A LOAD OFF

A PRIEST is walking along a country lane and sees a young farmer struggling to load hay back onto a cart after it had fallen off.

"You look hot, my son," the priest says. "Why don't you rest for a moment? Then I'll give you a hand."

"No thanks," the young farmer says. "My dad wouldn't like me having a rest."

"Come now, everyone is entitled to a break," the priest says. "Why not rest for a bit?"

"No thanks Father, my dad would get angry," the man says.

The priest gets a bit indignant. "Your father must be a real taskmaster," he says. "Where is he? I'll give him a piece of my mind!"

"Well," the young farmer replies, "he's under this load of hay."

A Bale, email

WEIGHING UP THE OPTIONS

A WEALTHY husband and wife were having dinner at a top restaurant when a beautiful young woman comes over to their table, gives the husband a big kiss, tells him she'll see him later, and walks away. His wife glares at him. "Who was that?" she demands.

"Oh, well, that was my mistress," the husband replies.

His wife is apoplectic. "That's it, I want a divorce!" she cries.

"Okay," the husband replies. "Just remember that if we divorce there'll be no more shopping trips to New York, no more holidays in the Greek islands, no Merc in the garage, no big house, no servants. But the decision is yours."

Just then a mutual friend of theirs enters the restaurant with a stunning woman on his arm. "Who is that woman with Mike?" the wife asks.

"That's his mistress."

"Ours is much better looking," the wife replies.

Pragg Matiste, email

OCCUPATIONAL HAZARDS, VOL 1

MY FIRST job was working in an orange juice factory, but I got canned; apparently I just couldn't concentrate.

Then I worked in the woods as a lumberjack, but I just couldn't hack it, so they gave me the axe.

After that I tried to be a tailor, but I wasn't really suited for it. It was just a sew-sew job.

Next I tried working in a muffler factory, but that was exhausting.

Then I tried to be a chef. I figured it would add a little spice to my life, but in the end I found it left me with no thyme to myself.

I also attempted to be a deli worker, but any way I sliced it, I just couldn't cut the mustard.

Then, after many years of trying to find steady work I finally got a job as a historian – until I realised there was no future in it.

Butwayte Desmore, email

BOOTS AND ALL

ALFRED and Esme are senior citizens, and Alfred has always wanted an expensive pair of cowboy boots. One day he sees a fantastic pair on sale, so he buys them and wears them home. There he asks his wife: "Esme, notice anything different about me?"

"No," says Esme, puzzled. "You're wearing the same shirt you wore yesterday, and the same pants. What's different?"

So Alfred goes into the bedroom, undresses, and comes out wearing only his new boots. "Now do you notice anything different?" he asks Esme.

"Come on Alfred," Esme replies. "It's hanging down today, it was hanging down yesterday and will be hanging down again tomorrow."

Alfred angrily yells: "And do you know why it's hanging down? It's looking at my new boots!"

To which his wife replies: "You should have bought a hat, then!"

Hung Lo, email

GROWING A PAIR

THE AMBITIOUS coach of a girls track and field team gives everyone on the team steroids. Their performance soars, and eventually they're on the cusp of winning the national championships.

But before the meet, Penny, a 16-year-old high-jumper, visits her coach and says: "Coach, I have a problem. Hair is starting to grow on my chest."

"What?" the coach cries. "How far down does it go?"

Penny replies: "Down to my balls. That's another thing I want to talk to you about."

Anna Bolik, email

VISA CONDITION

A POMMY bloke calls in at Australia House in London to get a visa to visit family in Oz.

The bloke behind the counter asks: "Do you have a criminal record?"

The Pommy bloke sighs and asks: "Is that still a requirement?"

Con Vikt, email

THE IMPORTANCE OF PUNCTUATION

DEAR John,

I want a man who knows what love is all about. You are generous, kind, thoughtful. People who are not like you admit to being useless and inferior. You have ruined me for other men. I yearn for you. I have no feelings whatsoever when we're apart. I can be forever happy – will you let me be yours? Mary

Dear John,

I want a man who knows what love is. All about you are generous, kind, thoughtful people, who are not like you. Admit to being useless and inferior. You have ruined me. For other men, I yearn. For you, I have no feelings whatsoever. When we're apart, I can be forever happy. Will you let me be? Yours, Mary

Gram Manartsis, email

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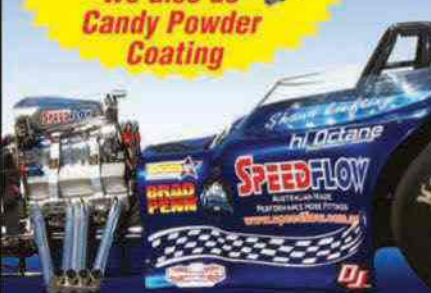

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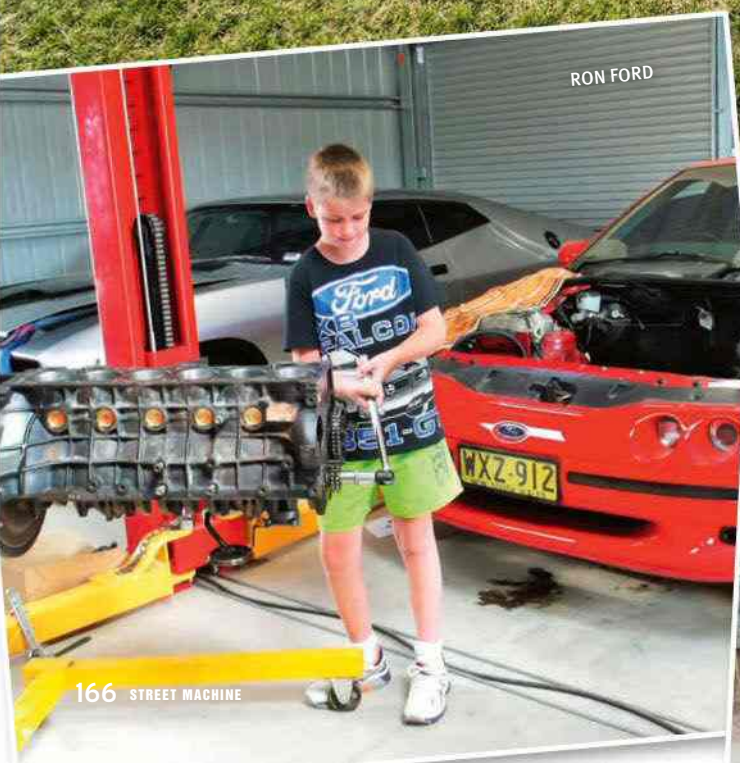
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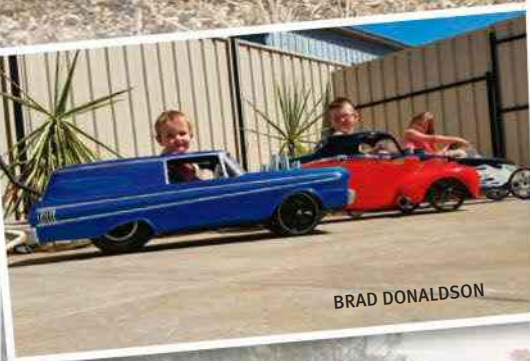


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763CI BIG-BLOCK CHEV

> MARK HAYES, HUNTINGWOOD, NSW

IT'S A GAS, GAS, GAS: Mark's a bit of a guru when it comes to nitrous tuning and he's got three stages of giggle gas set up. Two fogger nozzles go in the topside of each port, and there's a plenum kit down the middle of the manifold that can be slid out and re-jetted without removing the carbs

WE'VE seen plenty of big engines over the years, but this 763-cuber in Mark Hayes's newest LC Torana is right up there in terms of capacity. For those who like their measurements in metric, Mark's motor packs a whopping 12.5 litres!

"I love nitrous engines," Mark says, "but you can only make a certain amount of power per cube – around 3hp per cubic inch – so the more cubes you've got the better. I built the biggest engine I could afford at 763ci."

He kicked things off with a five-inch-bore-space Brodix block (4.84in is standard), which retains the same external dimensions of the standard tall-deck engine but allows for more cubes

inside. Just the thing you need when squeezing a big-block into a tight Torana engine bay. It also means that Mark can swap his spare 648ci donk into this new car without running into clearance problems.


Down below the combo runs a Callies crank, Bill Miller aluminium conrods and 15:1-compression Arias pistons – yep, this is a serious combo. The top end sees a pair of Brodix 15-degree alloy heads with titanium valves and PSI springs, along with a custom sheet-metal alloy intake supporting a pair of 1250cfm Dominators.

Without nitrous the big-cube motor will produce 1525hp, but flick the switch and there's three stages of nitrous available with over 750hp of

additional mumbo ready to go. Add it all together and there's at least 2275hp primed and waiting to launch this little Torana down the quarter with the kind of acceleration that will leave you breathless.

And it does launch! On its debut outing at Sydney Dragway the car ran 7.90@176mph off the bottle, and then Mark activated just one stage of nitrous and reeled off a 7.11@194mph. Ultimately, though, he wants to go a fair bit quicker.

"The plan is to run a 6.5-second pass in Outlaw 10.5, and a 6.9 with my spare 'small' engine," Mark says. "But it will probably take me three or four meetings to get comfortable in the car because I haven't raced much since 2009."

Just wait until he gets comfortable! 

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721	842	790
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